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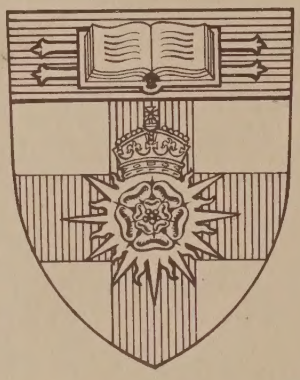

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REPORTS

FROM

COMMISSIONERS, INSPECTORS,

AND OTHERS:

FIFTY-ONE VOLUMES.

— (*38.*) —

IRISH RAILWAYS—*continued.*

Session

29 *January* 1908 —— 21 *December* 1908.

VOL. XLVIII.

1908.

REPORTS

FROM

COMMISSIONERS, INSPECTORS,

AND OTHERS:

1908:

FIFTY-ONE VOLUMES:—CONTENTS OF THE

THIRTY-EIGHTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Report; *and the* Figures *at the* end of the line, *refer to the* Paging *of the Volumes arranged for The House of Commons.*

IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS (VICE-REGAL COMMISSION):

[Cd. 4053.] Third Report of the Commissioners. p. 1

[Cd. 4054.] Appendix to the Third Report; Minutes of Evidence (taken in Dublin and in London, 11th October to 16th November 1907, inclusive), and Documents relating thereto. 5

[Cd. 4204.] Fourth Report of the Commissioners. 541

[Cd. 4205.] Appendix to the Fourth Report of the Commissioners; Minutes of Evidence (taken in Dublin and in London, 10th January to 14th of March 1908, inclusive), and Documents relating thereto. 545

VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

THIRD REPORT

OF

THE COMMISSIONERS.

Presented to Parliament by Command of His Majesty.

DUBLIN:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY ALEXANDER THOM AND CO. (LIMITED), ABBEY-STREET.

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1908.

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VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

WARRANT APPOINTING THE COMMISSION.

DUBLIN CASTLE,
July 19, 1906.

The Lord Lieutenant has been pleased to issue a Commission to the following effect:—

BY THE LORD LIEUTENANT GENERAL AND GENERAL GOVERNOR OF IRELAND.

ABERDEEN.

WHEREAS it is deemed expedient that a Commission should issue to inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient, and harmonious working of the Irish Railways can be best secured:

Now We, John Campbell, Earl of Aberdeen, Lord Lieutenant General and General Governor of Ireland, do hereby nominate, constitute, and appoint you, Sir Charles Scotter, Chairman of the London and South-Western Railway (Chairman); the Right Honourable William James Pirrie, Chairman of Harland and Wolff, Limited, Shipbuilders and Engineers; Sir Herbert Jekyll, Knight Commander of the Most Distinguished Order of St. Michael and St. George, an Assistant Secretary of the Board of Trade; Lieutenant-Colonel William Hutcheson Poë, Companion of the Most Honourable Order of the Bath; Thomas Sexton, Esquire; William Mitchell Acworth, Esquire; and John Audley Frederick Aspinall, Esquire, General Manager of the Lancashire and Yorkshire Railway, to be Commissioners for the purpose aforesaid.

And for the better effecting the purpose of this Our Commission, We do by these presents authorise and empower you, or any two or more of you to be named by you, to call before you or any two or more of you, to be so named, such persons as you may think fit to examine, and by whom you may be the better informed of the matter hereby submitted for your consideration and everything connected therewith, and generally to inquire of and concerning the premises by all other lawful ways and means whatsoever. And also to call for and examine such books, papers, documents, writings, or records, as you or any two or more of you as aforesaid shall think useful for the purpose of the inquiry.

And We also by these presents authorise and empower you, or any two or more of you as aforesaid, to visit and personally inspect such places as you, or any two or more of you, may deem expedient for the purpose aforesaid. And Our pleasure is that you, or any two or more of you as aforesaid, do from time to time and with all convenient speed report to Us what you shall find touching and concerning the premises.

And We further by these presents ordain that this Our Commission shall continue in full force and virtue, and that you, Our Commissioners, do from time to time proceed in the execution thereof, although the same not be continued from time to time by adjournment.

And We do hereby appoint George E. Shanahan, Esquire, the Assistant Secretary to the Commissioners of Public Works in Ireland, to be the Secretary of this Our Commission.

Given at His Majesty's Castle at Dublin, this 18th day of July, 1906.

By His Excellency's Command.

J. B. DOUGHERTY.

VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

THIRD REPORT.

MAY IT PLEASE YOUR EXCELLENCY,

We, the Commissioners appointed by Your Excellency, on 18th July, 1906, to inquire into the present working of Railways in Ireland, including Light Railways, desire to submit to Your Excellency this the Third Report of our proceedings.

Up to this date there have been seventy-one public and sixteen private sittings ; and two hundred and thirty-three witnesses have been examined. Minutes of the evidence of one hundred and eighteen of these are contained in the Appendices to the First and Second Preliminary Reports—forty-four and seventy-four, respectively—submitted to Your Excellency on the 9th July, 1907, and the 13th January, 1908 ; and Minutes of the evidence of eighty-eight witnesses are contained in the volume appended to this Report, together with statements, tables, and returns that have been furnished to us in connection therewith, and an index and summary.

Witnesses representing several Irish and English Public Departments and numerous public bodies in Ireland, including County Councils, Urban and Rural District Councils, Harbour Boards, Chambers of Commerce, Farmers' and Traders' Associations, etc., have been examined.

At later sittings evidence from the Managers of the Railways, which have been brought under our attention during the Inquiry, will be taken.

Availing ourselves of Your Excellency's permission to report our proceedings from time to time, we desire to submit herewith the Minutes of the Evidence taken in Dublin and in London from the 11th October to the 16th November, 1907, inclusive, and the statements, returns, etc., appended thereto.

We think the immediate publication of these documents is desirable.

All of which we humbly submit for Your Excellency's gracious consideration.

CHARLES SCOTTER, *Chairman.*
PIRRIE.
HERBERT JEKYLL.
W. HUTCHESON POË.
THOMAS SEXTON.
W. M. ACWORTH.
JOHN A. F. ASPINALL.

GEO. E. SHANAHAN,
Secretary.

DUBLIN. Dated this 25th day of April, 1908.

VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

APPENDIX

TO THE

THIRD REPORT.

MINUTES OF EVIDENCE

(Taken in Dublin and in London, 11th October to 16th November, 1907, inclusive)

AND

DOCUMENTS RELATING THERETO.

Presented to Parliament by Command of His Majesty.

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1908.

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VICE-REGAL COMMISSION ON IRISH RAILWAYS.

LIST OF MEMBERS OF THE COMMISSION

Sir Charles Scotter, Bart. (Chairman)

The Right Hon. Lord Pirrie, P.C.

Sir Herbert Jekyll, K.C.M.G.

Colonel W. Hutcheson Poë, C.B.

Thomas Sexton, Esq.

William Mitchell Acworth, Esq.

John Audley Frederick Aspinall, Esq

Secretary—

George Edmund Shanahan, Esq.

TERMS OF REFERENCE.

"To inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the Island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient and harmonious working of the Irish Railways can be best secured."

A.

VICE-REGAL COMMISSION ON IRISH RAILWAYS.

DRAFT HEADS OF EVIDENCE FOR TRADERS, INDUSTRIAL ASSOCIATIONS, COMMERCIAL AND PUBLIC BODIES, &c., ISSUED BY THE COMMISSION IN OCTOBER, 1906.

I.—BROAD GAUGE RAILWAYS.

1. The trade or industry represented.

2. The districts affected and the railways, and the other means of transit concerned.

3. Nature of complaints as to existing facilities:—

(*a.*) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(*b.*) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(*c.*) Passenger fares, ordinary, special, and excursion; whether reasonable or excessive.

(*d.*) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(*e.*) Train service—(1) Passenger; locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2) Goods and cattle: whether the service is sufficient and suitable and worked with reasonable expedition.

(*f.*) Combined services, *e.g.*, train and car, train and steamer: whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(*g.*) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(*h.*) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish railways: whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respects has it adversely affected the development of the resources of the country, agricultural and industrial, and to what extent has it retarded the expansion of traffic upon the Irish lines.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of the country:—

(*a.*) By way of reduced rates and fares, and the payment of a subsidy to the Companies for a period.

(*b.*) By increasing the number of trains in such districts as at present suffer from an insufficient service, and the recoupment to the Companies concerned of the whole, or a portion, of the extra cost.

(*c.*) By the establishment of goods and passenger motor services in districts at present without railway communication, to be worked in conjunction with the Irish Railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(*d.*) By the voluntary or compulsory amalgamation of the Irish railways, and the formation of two or three important systems.

(*e.*) By the nationalisation of all the Irish railways, by way of State purchase or otherwise.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1899 (62 and 63 Vic., cap. 50) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country.

B.

II.—LIGHT RAILWAYS.

1. The trade or industry represented.

2. The districts affected and the railways, and the other means of transit concerned.

3. Nature of complaints as to existing transit facilities:—

(*a.*) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(*b.*) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(*c.*) Passenger fares, ordinary, special, and excursion; whether reasonable or excessive.

(*d.*) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(*e.*) Train service—(1) Passenger; locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2) Goods and cattle; whether the service is sufficient and suitable and worked with reasonable expedition.

(*f.*) Combined services, *e.g.*, train and car, train and steamer: whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(*g.*) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(*h.*) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish Light Railways; whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respects has it adversely affected the development of the resources, agricultural and industrial, of the districts served by those lines, and to what extent has it retarded the expansion of traffic.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of those districts, and having regard to the object for which the lines were constructed:—

(*a.*) By way of reduced rates and fares, and, in the case of non-guaranteed lines of the payment of a subsidy to the Companies for a period.

(*b.*) By increasing the number of trains in such districts as at present suffer from an insufficient service, and the recoupment to the Companies concerned of the whole, or a portion, of the extra cost.

(*c.*) By the establishment of goods and passenger motor services in districts adjacent to, but not directly served by, these lines, to be worked in conjunction with the light railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(*d.*) By amalgamation with other light railways, where possible.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1899 (62 and 63 Vic., cap. 50) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country.

VICE-REGAL COMMISSION ON IRISH RAILWAYS.

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Aherne, Mr. Michael, J.P.,	Chairman. Committee of Management, Donoughmore Extension Light Railway.	Fifty-ninth, ..	Nov. 13th, 1907, ..	36726–36769 36788–36868	315·316 316·318	— —	— —
Aird, Mr. James, J.P., ..	Maryborough Town Commissioners,	Sixty-second,	Nov. 16th, 1907, ..	38595–38723	374–378	—	—
Anderson, Mr. Joseph,	Omagh Urban District Council and Chamber of Commerce.	Fifty-third, ..	Oct. 21st, 1907, ..	32649A–32725A	203–206	—	—
Armstrong, Mr. George A., C.E.	Engineer, Ballinascarthy, Timoleague, and Courtmacsherry Railway.	Fifty-seventh,	Nov. 11th, 1907, ..	35173–35202	275–276	—	—
Ball, Mr. George de Belle,	Drogheda Development Association, Ltd.	Sixtieth, ..	Nov. 14th, 1907, ..	37158–37527	327–338	—	—
Bennis, Mr. E. H., ..	Messrs. Bennis & Sons, Limerick, ..	Fifty-first, ..	Oct. 18th, 1907, ..	30991–31102	154–157	20	476
Byrne, Mr. James, J.P.,	Castletownroche, co. Cork, ..	Fifty-ninth, ..	Nov. 13th, 1907, ..	37089–37157	325–326	—	—
Canty, Mr. Timothy, J.P.,	Cork County Council, ...	Sixty-first, ..	Nov. 15th, 1907, ..	38080–38184	356–359	—	—
Clarke, Mr. E. O'Neill, C.E.	County Surveyor, Leitrim, ..	Fiftieth, ..	Oct. 17th, 1907, ..	30735–30766	145–146	18	475
Coe, Mr. W. C. R., ..	General Manager, Ballinascarthy, Timoleague, and Courtmacsherry Railway.	Fifty-seventh,	Nov. 11th, 1907, ..	35005–35172A	272–275	-	—
Colhoun, Mr. John, ..	Strabane Mercantile Association, ..	Fiftieth, ..	Oct. 17th, 1907, ..	30558–30657	139–142	19	476
Collins, Mr. James, ..	Drogheda Chamber of Commerce, ..	Fifty-eighth, ..	Nov. 12th, 1907, ..	36417–36503	304–306	—	—
Colthurst, Sir George St. John, Bart., D.L.	Vice-Chairman, Cork and Muskerry Light Railway.	Sixty-first, ..	Nov. 15th, 1907, ..	37947–38079	352–356	27	487
Corless, Mr. Patrick, ..	Fruit Exporter, Carrick-on-Suir, ..	Fifty-ninth, ..	Nov. 13th, 1907, ..	36869–37088	318–325	—	—
Counihan, Mr. J. J., ..	Cattle Trader, Killarney, ..	Forty-sixth, ..	Oct. 12th, 1907, ..	27764–27835A	55–56	—	—
Crawford, Col. R. G. Sharman, D.L.	Down County Council, ...	Fifty-first, ..	Oct. 18th, 1907, ..	30767–30990	147–154	—	—
Crean, Mr. James, ..	Messrs. Crean & Son, Soap Manufacturers, Dublin.	Forty-ninth, ..	Oct. 16th, 1907, ..	29335–29414A 29538–29543	98–100 104	— —	— —
Dolan, Mr. C. J., M.P., ..	Leitrim County Council, ...	Forty-fifth, ..	Oct. 11th, 1907, ..	27049–27140	32-35	—	—
Dorman, Mr. J. W., M.INST. C.E.	Kinsale, co. Cork, ...	Fifty-fourth, ..	Oct. 22nd, 1907, ..	33335–33513	224–229	—	—
Dorman, Mr. R. H., C.E.,	County Surveyor, Armagh, ..	Forty-seventh,	Oct. 14th, 1907, ..	27836–27946	57–60	—	—
Dowdall, Mr. J. P., ..	Westmeath County Council, ..	Sixty-first, ..	Nov. 15th, 1907, ..	37813–37946	349–352	—	—
Ervine, Mr. William, ..	Ballymena Rural District Council,	Fifty-fourth, ..	Oct. 22nd, 1907, ..	32954–33008	213–215	—	—
Evans, Mr. Richard, C.E.,	Engineer, Schull and Skibbereen Light Railway.	Fifty-eighth, ..	Nov. 12th, 1907, ..	35937–36065	294–296	30	489
Feely, Mr. T. B., ..	Town Clerk, Strabane, ...	Fiftieth, ..	Oct. 17th, 1907, ..	30273–30433A	128–134	—	—
Fitzgerald, Mr. P., ..	South of Ireland Cattle Trade Association, Cork.	Forty-ninth, ..	Oct. 16th, 1907, ..	29747–29780A 29813–29837A	109–110 111–112	— —	— —
Gallagher, Mr. S. G., B.E., M.INST.C.E.	County Surveyor, Wicklow, ..	Forty-eighth, ..	Oct. 15th, 1907, ..	28765–28931A	82–86	—	—
Gibson, Dr. George, J.P.,	Donaghadee Urban District Council,	Forty-seventh,	Oct. 14th, 1907, ..	28072–28205	63–67	12 & 13	462-3
Glynn, Mr. Joseph A., B.A., J.P.	Chairman, Galway County Council, and Member Irish County Councils' General Council.	Forty-seventh,	Oct. 14th, 1907, ..	28311–28467	70–75	—	—
Goodbody, Mr. R., M.I.M.E.	Messrs. J. L. & F. Goodbody, Clara,	Fifty-first, ..	Oct. 18th. 1907, ..	31190–31408	160–166	—	—
Gray, Rev. D., P.P., ..	Leitrim County Council, ...	Forty-fifth, ..	Oct. 11th, 1907, ..	26383–26652	1–8	7–8	451
Green, Rev. W. Spotswood, C.B.	Member of the Congested Districts Board, and Chief Inspector of Fisheries for the Department of Agriculture and Technical Instruction.	Fifty-ninth, ..	Nov. 13th, 1907, ..	36504–36725	307–315	—	—
Gregg, Mr. Robert, ..	Ballymena Rural District Council, ..	Fifty-fourth, ..	Oct. 22nd, 1907, ..	33009–33121	215–218	—	-
Griffin, Mr. T. R., M.INST. C.E.	Kilkee, co. Clare, ...	Forty-ninth, ..	Oct. 16th, 1907, ..	29420–29538	100–104	—	—
Harrison, Mr. C. Wilson,	Ballyjamesduff, co. Cavan, ..	Sixty-second,	Nov. 16th, 1907, ..	38327–38350	366–367	—	-
Henesey, Mr. E. G., J.P.,	Managing Director, East Downshire Steamship Company.	Fifty-eighth, ..	Nov. 12th, 1907, ..	35511–35716	285–289	-	—
Hill, Mr. W. Brydon, ..	Drogheda Chamber of Commerce,	Fifty-third, ..	Oct. 21st, 1907, ..	31985–32121	186–189	—	—
Horan, Mr. John, C.E.,	County Surveyor, Limerick, ..	Forty-ninth, ..	Oct. 16th, 1907, ..	29838–30047A	112–118	—	—
Johnston, Mr. James W. J.P.	Fermanagh County Council, ..	Fifty-fourth, ..	Oct. 22nd 1907, ..	32837–32953	210–213	—	—
Kiernan, Mr. James, ...	Builder, Dublin, Representative of Queen's Co. County Council.	Forty-seventh,	Oct. 14th, 1907, ..	27947–28071	60–63	—	-
King, Mr. F. A. S., ..	Manager, Arklow Brick and Tile Works.	Forty-eighth, ..	Oct. 15th, 1907, ..	29291–29334	96–97	—	—
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Name.	Description.	Day.	Date.	Evidence.		Appendix.	
				Question.	Page.	No.	Page.
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Lynch, Mr. Marcus, J.P.,	Chairman, Galway Harbour Commissioners.	Fifty-second, ..	Oct. 19th, 1907, ..	31664–31789A	175–179	—	—
M'Carthy, Mr. P., ..	General Manager, Listowel and Ballybunion Railway.	Fifty-eighth, ..	Nov 12th, 1907, ..	36065A–36192	296–299	—	—
M'Connell, Mr. Julius,	Newtownards Board of Guardians and Rural District Council.	Fifty-fourth, ..	Oct. 22nd, 1907, ..	33122–33334	218–224	—	—
Macrory, Mr. S. M., J.P.,	Londonderry County Council, ..	Sixty-first, ..	Nov. 15th, 1907, ..	37602–37812	341–348	—	—
M'Crum, Mr. R. G., ..	Armagh County Council, ..	Forty-sixth, ..	Oct. 12th, 1907, ..	27677–27763	53–55	—	—
M'Cutcheon, Mr. James,	Newtownards Urban District Council,	Fifty-third, ..	Oct. 21st, 1907, ..	32726–32836	206–209	—	—
M'Dermott, Mr. Thomas,	Manager, Foyle and Bann Fisheries, Londonderry.	Forty-eighth, ..	Oct. 15th, 1907, ..	28468–28764A	76–82	15	464
M'Loughlin, Mr. P., ..	Omagh Board of Guardians, ..	Fifty-third, ..	Oct. 21st, 1907, ..	32278–32517	195–200	—	—
M'Nelis, Mr. Michael, J.P.	Ardara Railway Committee, ..	Sixtieth, ..	Nov. 14th, 1907, ..	37528–37583	338–340	—	—
MacNulty, Mr. Philip,	Transit Inspector, Department of Agriculture and Technical Instruction.	Fifty-fifth, ..	Nov. 8th, 1907, ..	34092–34343A	246–253	—	—
		Fifty-sixth, ..	Nov. 9th, 1907, ..	34344–34675	254–263	—	—
Maguire, Mr. J. J., ..	Solicitor, Dublin, ...	Fifty-second, ..	Oct. 19th, 1907, ..	31484–31663	170–175	—	—
Mannion, Mr. P. J., ..	Castlebar Urban District Council, ..	Forty-eighth,	Oct. 15th, 1907, ..	28932–29039	86–89	—	—
Martin, Mr. Michael, ..	Ballinamore (co. Leitrim) Rural District Council.	Fiftieth, ..	Oct. 17th, 1907, ..	30658–30734A	142–145	—	—
Meehan, Rev. J., C.C.,	Leitrim County Council, ...	Forty-fifth, ..	Oct. 11th, 1907, ..	26653–27048	8–32	9	452
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Murphy, Mr. Jeremiah,	Farmer, Clonkeen, co. Kerry, ..	Fifty-fourth, ..	Oct. 22nd, 1907, ..	33514–33612A	229–231	23	484
Nagle, Mr. M. J., ..	South of Ireland Cattle Trade Association, Cork.	Forty-ninth, ..	Oct. 16th, 1907, ..	29544–29746 29781–29812	104–109 110–111	16	469
O'Boyle, Mr. James, ..	Trader, Killala, co. Mayo, ..	Fifty-eighth, ..	Nov. 12th, 1907, ..	36193–36416A	299–304	—	—
O'Callaghan, Mr. Cornelius, J.P.	Cork County Council, ...	Sixty-first, ..	Nov. 15th, 1907, ..	38185–38289	359–362	—	—
O'Connor, Mr. T., ..	Secretary, Cork and Muskerry Railway, and Donoughmore Extension Light Railway.	Fifty-ninth, ..	Nov. 13th, 1907, ..	36770–36787	316–	27	487
O'Dempsey, Mr. James,	President, Belfast and Ulster Vintners' Association.	Forty-eighth,	Oct. 15th, 1907, ..	29196–29290	93–96	—	—
O'Doherty, Mr. F. J., ..	Kilrush Urban District Council, ..	Sixty-second,	Nov. 16th, 1907, ..	38399–38475	369–370	—	—
O'Farrell, Mr. J., ..	Strokestown Rural District Council,	Sixty-second,	Nov. 16th, 1907, ..	38511–38548	371–372	—	—
O'Reilly, Rev. H., ..	President, St. Colman's College, Newry	Fifty-third, ..	Oct. 21st, 1907, ..	32122–32277	189–195	—	—
O'Reilly, Mr. William, D.L.	Louth County Council, ...	Forty-sixth, ..	Oct. 12th, 1907, ..	27352–27517A	42–46	10	460
O'Sullivan, Mr. P. K.,	Cattle Trader, Cork, ...	Forty-sixth, ..	Oct. 12th, 1907, ..	27213–27351	38–42	—	—
O'Sullivan, Mr. W. J.,	President, Cork and South of Ireland Commercial Travellers' Association	Fifty-first, ..	Oct. 18th, 1907, ..	31409–31483	167–169	—	—
Owens, Mr. D., ..	Strokestown Rural District Council,	Sixty-second,	Nov. 16th, 1907, ..	38476–38510	370–371	—	—
Pedlow, Mr. William, ..	Lurgan Urban District Council, ..	Fifty-second,	Oct. 19th, 1907, ..	31884–31984	182–185	—	—
Philpot, Mr. Robert, ..	Secretary, Public Works Loan Commissioners, England.	Fifty-fifth,	Nov. 8th, 1907, ..	33839–34091	240–246	26	486
Preston, Mr. S. P., ..	Irish Commercial Travellers' Association.	Forty-sixth, ..	Oct. 12th, 1907, ..	27518–27676	46–52	—	—
Rainey, Mr. Hugh, ..	Ballymena Urban District Council,	Forty-fifth, ..	Oct. 11th, 1907, ..	27141–27212	35–37	—	—
Roycroft, Mr. Edward, J.P.	Chairman, Committee of Management, Schull and Skibbereen Light Railway.	Fifty-eighth, ..	Nov, 12th, 1907, ..	35717–35936	289–294	30	489
Scanlan, Mr. J. H., ..	Managing Director, Longstone Quarries, Limerick.	Forty-ninth, ..	Oct. 16th, 1907, ..	30048–30086	118–119	—	—
Scully, Mr. William, ..	Clonlisk Co-operative Society, ..	Fifty-first, ..	Oct. 18th, 1907, ..	31103–31189	157–160	21	477
Sloan, Mr. Robert, ..	Donaghadee Urban District Council,	Forty-seventh,	Oct. 14th, 1907, ..	28206–28310	67–69	14	463
Smiddy, Mr. William,	South of Ireland Cattle Trade Association, Cork.	Sixty-second,	Nov. 16th, 1907, ..	38351–38398	367–369	—	—
Smyth, Mr. T. F., M.P.,	Mohill Rural District Council, ..	Fiftieth, ..	Oct. 17th, 1907, ..	30434–30557	135–138	—	—
Swiney, Mr. J. H. H., M.I.C.E.	Ardara Railway Committee, ..	Sixtieth, ..	Nov. 14th, 1907, ..	37584–37061	340	—	—
Thompson, Dr. Edward,	Omagh, ...	Fiftieth, ..	Oct. 17th, 1907, ..	30087–30272	120–128	4	448
Tierney, Mr. Michael, ..	Ennis Urban District Council, ..	Forty-eighth,	Oct. 15th, 1907, ..	29040–29195A	89–93	—	—
Tisdall, Mr. H. O., ..	Secretary, Dublin and Blessington and Poulaphouca Steam Tramway Companies.	Fifty-seventh,	Nov. 11th, 1907, ..	35476–35510	283–284	—	—
Walsh, Mr. C., ..	Secretary, Ballyhay Dairy Co., ..	Fifty-second,	Oct. 19th, 1907, ..	31790–31883	179–182	—	—
Williams, Mr. R. C., J.P.,	Macroom Urban District Council, ..	Sixty-second,	Nov. 16th, 1907, ..	38549–38594	373–374	—	—

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Mr. MICHAEL AHERNE, J.P.

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Vice-Regal Commission on Irish Railways, including Light Railways.

MINUTES OF EVIDENCE.

FORTY-FIFTH PUBLIC SITTING—FRIDAY, OCTOBER 11TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin

Commissioners present:—Sir CHARLES SCOTTER, BART. Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

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Chairman.—Before we commence, may I say that the Commission, and everyone here, I am sure, are glad to see Mr. Tatlow back, and we congratulate him on what we hope is his complete recovery.

Rev. D. GRAY, P.P., examined by the CHAIRMAN.

Rev. D. Gray P.P., representative of the Leitrim County Council.

26383. I think you appear on behalf of the Leitrim County Council?—Yes.

26384. Have you been deputed by the County Council to appear here?—Yes.

26385. We may take it that the evidence which you propose to give is the evidence which the Council collectively would give?—Yes.

26386. Is there much dissent in the Council as to the points about which you wish to speak?—No.

26387. The Council are pretty unanimous in the views which you wish to express?—They are.

26388. Is there any other association that you represent?—I represent the Ratepayers' Protection Association of South Leitrim.

26389. You wish to give evidence more particularly with reference to the Cavan and Leitrim Light Railway?—Yes.

26390. Do you live in the district?—Practically in the centre of the district.

26391. Where do you live?—At Fenagh. My parish is the parish of Fenagh, in the centre of the guaranteeing area.

26392. I may take it you are thoroughly acquainted with the position and working of that particular railway?—Yes. I have been pretty well made up on all the points.

26393. Give us a brief description of the railway and its connections?—It is a narrow-gauge railway from Dromod to Belturbet, and it is a tram line from Ballinamore to Drumshambo, and on to Arigna, where it terminates about three miles from the Arigna coal pits.

26394. How was the capital raised for working the railway? Was there a guarantee given?—There was a guarantee given of five per cent. on the paid-up capital required for the construction of the line.

26395. Who gave the guarantee?—The ratepayers within a radius of about five miles around gave the guarantee, and the Government were responsible for two per cent. if there was a deficit.

26396. The railway itself, I think, is divided into two undertakings?—Yes.

26397. What is the first one?—The Cavan and Leitrim. With the Cavan undertaking of course I have no concern, because I don't represent that district. I represent the ratepayers of the County Leitrim.

26398. Take the County Leitrim, the section number 2 in your precis, the Leitrim section: what was the capital expended on that?—The paid-up capital of the two sections was £192,000.

26399. What is the proportion of the Leitrim Section?—The proportion is about two-thirds.

26400. Is it £154,000?—Yes.

26401. I suppose the ratepayers agreed to guarantee a certain amount of interest upon this capital upon a prospectus that was prepared by the promoters?—Yes. They consented, and gave their signatures upon conditions laid down by the promoters and the grand jury.

Conditions under which the guarantee of the Leitrim ratepayers was given for the Cavan and Leitrim Railway.

26402. And I suppose that the ratepayers thought that the estimates made by the promoters would be realised?—They considered that they should be realised, but it was not so much upon the estimates that they depended when giving the guarantee as upon the conditions that were put before them. They were told—"If you give a guarantee of five per cent. on the paid-up share capital we will undertake to give you a majority on the directorate of the line." The Grand Jury of Leitrim promised them that. A pamphlet was written and sent out broadcast by the promoters, which told them this; and at every meeting that was convened to promote the undertaking they were told this, and they said: "All right; if you give us a working majority we will give you a guarantee of five per cent. upon it."

Original estimate of receipts and expenses, and the actual result.

26403. Do you remember what the estimate of receipts was per mile per week?—£6.

26404. That was the original estimate?—Yes.

26405. What is the actual result now?—£4 8*s.* 4*d.* per mile per week gross receipts.

26406. Do you know anything about expenses?—Yes. The expenses are a little over 93 per cent. of the gross receipts.

26407. That £4 8*s.* 4*d.* per mile per week is the result after eighteen years' working?—Nineteen years' working.

26408. How many counties does this particular railway touch?—Three counties..

Counties served by the railway.

26409. It runs through three counties?—Yes; Cavan, Leitrim and Roscommon.

26410. Does the loss fall upon the whole of those counties?—No loss falls on the County Roscommon at all. They declined to give any guarantee. There was a personal guarantee given by Lord Kingston. That was faithfully observed during his lifetime. On his death it lapsed. There was no baronial guarantee and therefore there is no loss at all upon the County Roscommon.

Allegation that County Roscommon benefits at the expense of the Leitrim ratepayers.

26411. Though they get the benefit of the railway?—Yes; the greater part of the county.

26412. On which county does the principal deficiency fall?—On the County Leitrim.

26413. Is it over the whole county?—No. It is over what is called the guaranteeing area, which is about five miles around the line.

26414. That is in South Leitrim?—Yes. It was marked out by the Grand Jury, but it does not include all South Leitrim.

26415. There must be a large district that is absolutely free from the guarantee?—There is a large district about Dromod that is absolutely free from it, and the Cavan portion of it, of course, is quasi free from it. It gives only sixpence in the pound,

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whereas the Leitrim guarantors are giving a shilling in the pound.

26416. The district around Dromod must be benefited by this railway?—Very much benefited by it, because the terminus is there, yet it is perfectly free from any rate.

Original estimate of guarantors' liability, and the actual result.

26417. What was the estimate at the inception of the railway as to the liability that would ultimately fall upon the ratepayers?—The guarantors were told that it would be infinitesimally small; that it might be twopence or threepence in the pound, but that as likely as not it would not be even a penny, because there were great potentialities in the district, and it was considered that these would be developed and that the line would more than pay the working expenses, and that they would be free from any payment on foot of the guarantee.

26418. I suppose some figure was named as the probable amount?—Yes. They were told that it would not exceed twopence or threepence in the pound.

26419. What has been the actual result? What have the guaranteeing areas had to pay?—In the commencement of the working of the line the guarantee came to 1*s.* 11*d.* in the pound; then it came down to a shilling in the pound, then it came down to as low as eightpence in the pound, and then the pendulum swung back again to a shilling.

Alleged breach of faith with the guarantors as to the price charged for Arigna coal.

26420. What is it now?—A shilling.

26421. What have you got to say with reference to the coal from Arigna district?—The people were promised cheap coal if they gave a guarantee to have the line made, inasmuch as the line would open up the district and give facilities for the mine owners to have the coal exported. And then they got this promise also, that if they guaranteed the stretch of two miles into Roscommon, which was the costliest part of the line, inasmuch as they had to bridge over the Shannon, they would get the coal still cheaper. When they gave the guarantee and the line was made these two promises were broken, and so far from getting it at cheaper rates preferential rates were given in favour of outsiders, and the poor frieze-coated farmers of the guaranteeing area are paying 4*s.* 6*d.* a ton more than those who live in Sligo and the North Dublin Union, Ballinasloe, or Belfast.

26422. I should like to have that a little more clearly put. How do you make out that they are charged 4*s.* 6*d.* a ton more? I am assuming that what you say is this, that the people living in the congested area are paying 4*s.* 6*d.* a ton more for coal than those who live outside the district?—Yes.

The connection between the Cavan and Leitrim Railway Company and the Arigna Colliery Company condemned.

26423. Have you any figures to show how that is?—Yes. They charge eleven shillings a ton on rails at Arigna Station for the coal to outsiders, and they charge 15*s.* 6*d.* to those within the guaranteeing area.

26424. And you say the promise was made that the guaranteeing area would have a benefit?—Yes. The promise was made verbally and in writing; and the pamphlet can be produced in which this promise was made to them at every meeting, and the grand jury made this promise, and everyone made it in order to induce them to give the guarantee.

26425. Of course we have nothing to do with the colliery proprietors. Are the proprietors of the Arigna colliery interested in the railway?—They are more interested in the mining company than in the railway undertaking.

26426. It is a limited company that works the colliery?—It is a private company.

26427. Is the private company successful?—It is most successful because the traffic manager of the line is the secretary, and he is a gentleman of great business capacity.

The traffic manager of the railway company secretary of the Arigna Company.

26428. Secretary of what?—Of the mining company.

26429. Then there is a connection between the mining company and the railway?—Yes; a most intimate connection.

26430. Have you, as representing the Leitrim County Council, brought this particular complaint that you now make with reference to the price of coal before the railway company and the colliery company?—I brought it before the Chief Secretary, Mr. Bryce.

Negotiations with Chief Secretary for relief of guarantors.

26431. And it formed the subject of investigation, I suppose?—Yes. He seemed stunned when he heard of the connection between them and the promises made and how they were broken, and he said to me he sympathised very much with these poor guarantors; so much so that he said, "If you draw up a scheme by which they can be relieved to any considerable extent in their rates, I will take that scheme in my own hands, and I will go to the State papers in that case, and I will see if it is in every way legal, and if it is I will do all that a Chief Secretary can do to give it validity." Then I drew up the scheme that was given to the Tralee and Dingle Railway, that is to capitalise the Government grant, and I sent it on to him. Before he had time to consider it he was removed to another sphere. After Mr. Bryce left for America the Lord Lieutenant's private secretary wrote me a letter saying that this scheme would be considered before the Vice regal Commission, and that it would receive due consideration from that body.

26432. Is the result of putting such a price on the coal that in the district which you represent English and Scotch coal is used instead?—Yes.

26433. That is the result?—That is the result.

26434. English and Scotch coal can be bought in the district as cheap as coal supplied from Arigna?—Everything considered, those who get the Scotch and English coal think it is a better bargain, and, of course, they act also under a kind of sense of wrong. Take my own case. I know it better than any other case. It is typical of the other cases. I always got my coal, from the time I went to the parish of Fenagh, from the Arigna Mining Company. They suddenly raised the coal 4*s.* or 4*s.* 6*d.* a ton, and they never sent me as bad coal as they sent me then; and I wrote back to say: "Some of this is vile stuff. You have charged me 4*s.* a ton more. Had I known you were charging me so much I should never have embarked on this bargain, and I shall not trouble you again." And I did not. I got my coal every year afterwards from Belfast or Dublin. Of course it was the same traffic to the line to get it from Belfast or Dublin, and I was glad not to deprive the line of the traffic. It was the same thing to get it from these places as far as the light railway is concerned, and I am getting Scotch and English coal ever since. I must say it is said they give the best coal to the outsiders. I have reason to know that they give the inferior quality to work the line and to those within the guaranteeing area. I suppose they have competition to fight against when they send the coal outside the guaranteeing area, and they send them better coal and charge them a cheaper price for it. But it is not that that the guarantors feel most. What they feel most is that they have been deceived; that there was a bilateral onerous contract entered into between themselves and the promoters; the terms of it were that they should pay 5 per cent. on the paid-up share capital, and that the guaranteeing area should have a working majority on the directorate of the line; and the guarantors feel that the other side did not keep the terms, and they feel in conscience they would not be bound to pay the guarantee were it not that the law compels them. This is the reason that they feel their wrongs so keenly. Had the promoters kept faith with them, notwithstanding that they are very poor, they would never say a word if they had the management of the line in their own hands; but here they are fleeced, and the other side, the moment they got the contract signed and sealed, changed their terms, and when the Order in Council came out it was found they had power to appoint twenty or forty shareholders directors if they liked, and the guarantors were left voiceless. I need not say that people suffering wrong will suffer it with far less exhibition of anger if they have a voice, but voiceless people suffering are the most discontented people in existence, and that is the reason those poor guarantors are most disaffected; so much so that were it not for my humble exertions two years ago they would have struck against paying the rate; I told them to pay it, as the law demanded it, and that the Viceregal Commission that was about to sit would very likely alleviate their grievances. Mr. Bryce told me, too, that he had a lively hope that this Commission would bring a large measure of reform and redress to the poor overtaxed ratepayers.

26435. What is the constitution of the present Board of Directors?—There are eight shareholders' directors against six baronial directors, but in every case there is a majority of the shareholders' directors. There is never by any chance a single meeting at which the County Council Directors are in a majority, and therefore they are perfectly helpless, and the case is perfectly hopeless. They can bring in no reform. If they had a majority they

would open a pit at Arigna or Slieveanieran and get coal at a nominal price to work this railway; but they have not a working majority, and cannot introduce this measure of reform or any measure of reform. They are perfectly helpless, hopeless, and voiceless. Then, the line is very inefficiently worked. The traffic manager seems to have the working of the line practically left in his hands, and the voice of the directors is merely the echo of his. For years a special train has been used to bring hay to the mining company at Arigna; and that special train has been loaded by the milesmen, and the loading has been superintended by the traffic manager year after year, and our auditor could find no account in the office in Dublin that such a train ran at all, and they prevented him from looking up the accounts at the local stations, although they had a perfect right to look them up inasmuch as the 18th section of the Order in Council gives plenary power to our auditor to look up the accounts at local stations; and yet he was prevented.

26436. Do you mean to say that the railway has not been credited with any receipts for that particular train?—Yes. I maintain that.

26437. So far as your auditor has been able to ascertain?—Yes. He finds it is not in the accounts in Dublin.

26438. Is the head office in Dublin?—The head office is in Dublin, 87 miles away from the line.

26439. Do the directors meet in Dublin?—The directors meet for every Board meeting in Dublin. They have some traffic meetings occasionally in Ballinamore; but all the Board meetings are held in Dublin.

26440. Where does the manager live?—In Ballinamore.

26441. Where does the secretary live?—The secretary is Mr. Stewart. He lives in Dublin.

26442. The books of the company are in Dublin?—Yes.

26443. The general books?—Yes. I would wish to make a further remark with regard to the manner in which the line is worked. The traffic manager can use the rolling stock of the line for his own private purposes without let or hindrance. Upon a recent occasion a foot trolley went from Ballinamore to Mohill. Advice was sent to every station on the line from Ballinamore to Mohill that a special train would run that night at 1 or 2 o'clock. All these stationmasters remained up, burning, at their own expense, oil and coal, and at half-past 1 or 2 o'clock the special did come, but it was the trolley returning with the traffic manager's family. They were out upon a pleasure trip; and it seems indefensible that the rolling stock of the line can be used by private individuals for their own private purposes at will.

26444. There may be some answer to that which you don't know; but your point is this, as representing this guaranteeing area, that there is a considerable loss on the working of this railway, and you think that with proper management the ratepayers would be relieved considerably by increased traffic and reduced expenditure. Is that what you mean?—Yes; I mean that if we, the guarantors, had the management of the line I believe it would more than pay its expenses.

26445. You mean that if the guaranteeing area had a majority?—Yes. They have paid £82,000 up to the present.

26446. What is the total amount?—£82,000 is about what has been paid up to the present. I wish to make a remark about that £82,000. Not one penny of that money was ever produced upon the barren mountain sides of Leitrim. Every penny of it came from the exiled children of the guarantors in America, England, and Scotland. And my heart bled as I was coming to give evidence here yesterday. There was a young girl of eighteen going to America from the district. She seemed not to know her way, and asked me for some advice as to how she would get on; and she was young and innocent, and she seemed to be a very poor hand at travelling, and she was facing the dangers of the sea, and greater dangers, perhaps, beyond the sea; and when I considered that her little earnings would come to pay this guarantee at home for the parents, certainly the idea sank into my mind as a very sad reflection; and it is only one case typical of thousands of other cases in the district, where the children have gone away, and, from the sweat and toil and life blood that they expended in America, England, and Scotland, sent home this money which has been paid in maintaining the faith of the people when they promised this guarantee, a guarantee which in conscience and according to contract they would not be bound to pay, and a guarantee which, according to all laws of economics, should insure them a working majority on the Board and a deciding voice in the expenditure of the money that is spent upon the line.

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26447. Is there any special qualification for a director?—Each director must be a shareholder to the extent of £100.

The qualifications for shareholders' directors and their interest in the working of the line.

26448. That is the shareholders' directors; but what about the guarantors' directors. I suppose they are nominated by the County Council?—Yes.

26449. There is no qualification necessary for them?—No.

26450. Do the shareholders of the company live in the district?—Yes; a good many of them do.

26451. They are interested in the district, and are ratepayers in the district?—Some of them are not ratepayers. They are nominally interested in the line. But, inasmuch as they are shareholders in the mining company they are more interested in that, and it is most unfair to have them directors of the two companies; inasmuch as when the freightage comes up and the purchase of coal for the working of the line, if they are human at all they must be influenced, inasmuch as they have nothing to lose if the railway is the loser, and they have everything to gain if the mining company makes a good bargain. Therefore it is a most unjustifiable thing, and when I told it to Mr. Bryce he seemed stunned, and he seemed to think he never heard of anything like it before.

The personal connection of the directors and manager of the Cavan and Leitrim Company with the Arigna Mining Company alleged to injuriously affect the interests of the railway.

26452. Do you know the price the Arigna Company charge the railway company for the coal they use?—Yes.

26453. Is that 4*s.* 6*d.* a ton more than they charge outsiders?—They charge them 14*s.* 2*d.* a ton.

26454. At the pit?—At the railway, at Arigna, and 2*s.* a ton from that to Ballinamore. That is 16*s.* 2*d.*

26455. Your point really is this—that the shareholders' directors of this particular railway are deeply interested in the Arigna coal properties; that the Arigna coal properties are very profitable, whereas the railway is very poor, and the poor ratepayers of this particular guaranteeing area have to make up the deficiency?—Yes.

26456. That is putting in a few words what you mean?—Yes, and their secretary is the traffic manager of the line; and how he can serve two masters nobody can see. He is away at Ballinasloe, Dublin, and Belfast lecturing upon the merits of Arigna coal, and the assistant traffic manager has to do his work, at £104 per annum, at Ballinamore, and, adding that to his salary, it represents £353 a year for managing 48½ miles of a narrow-gauge railway. And then he is a gentleman of supreme business capacity, and, if he expended the time and attention and energy upon the work of the line that he is expending in promoting the mining company's business I believe the line would be a signal success; but it is a signal failure, and he has made the mining company an unqualified success. Therefore, this is another of the straws that go to break the back of the poor guarantors.

The time of the traffic manager taken up by the work of the mining company.

26457. I think, if I may say so, that you have put this particular part of the case very clearly before us, and I don't think it necessary for me to ask you any further questions upon it. We will go on to the other subject, the particular working of the line with regard to goods and passengers. Do you consider that is sufficiently done?—I think it is not. I think that the fares for passengers should not be raised. They were raised after the two or three first years, and the number of passengers fell off very much, so that now the number of passengers who travel every year by the line is over 1,000 less than it was after the line began to work.

Alleged excessive passenger fares.

26458. That is eighteen years ago?—Nineteen years ago. And I am quite sure that the falling off in the number of passengers is due to the fact that the fares were raised. Then, with regard to goods traffic, absolutely no effort whatever has been made to gain traffic from Longford or any of the principal towns in the County Longford or Roscommon. Absolutely no effort has been made to get traffic from these

The development of the goods and cattle traffic of the district alleged to have been neglected by the railway company

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places, or from the cattle-raising districts of Roscommon. If the traffic manager expended some of his energies in this direction it would be a great gain for the railway.

26459. As a relief to the ratepayers?—Of course. And I wish to remark that the shares are at a premium—I think, 30 per cent. over par.

26460. Which shares?—The railway shares.

26461. Of course with a 5 per cent. guarantee?—Yes. That is the reason; but if the ratepayers grow more discontented, and, from inability or want of will, refuse to pay up, then I believe those shares would fall to 30 per cent. below par inside a month.

The present market value of Cavan and Leitrim Railway shares.

26462. Of course if the dividend were in jeopardy the stock would fall?—I must confess I was the cause of their not striking. I said to them to bear the burden until this Commission would issue its findings, and I had a lively expression of hope from Mr. Bryce that the grievance would be redressed. That is what made them content to bear it for the last two years.

Poverty of the Leitrim guaranteeing district.

26463. Am I right in assuming that the whole district served by this railway is a poor district?—The poorest in Ireland. Leitrim is the poorest county in Ireland, and this is the poorest district in Leitrim. It is a congested district. The farmers have to eke out an existence on the mountain-side of Slieveanieran, or on the swamps of the remainder of the county; because it is a county of lakes, and in the vicinity of every lake there is a swamp. The land is so poor that, I think it was Mr. T. W. Russell, now vice-president of the Department of Agriculture and Technical Instruction, when he was travelling through the county at one time, who said to someone in the train that it would be dear for a man to live on that land if he was paid for living on it. Yet, they must not only try to eke out an existence there, but they have also to pay the guarantee, which was never made out of the lands of Leitrim, but was made out of the sweat and toil of the poor exiles.

The amounts paid by the guarantors not earned in the country but abroad.

26464. The money is contributed to the parents by children who go away?—Yes.

26465. On the general question of Irish railways are you of opinion that it would be an advantage to Ireland if the railways were purchased by the State?—I am.

26466. I suppose that you have given attention to this subject and have considered it all round?—I have principally given my attention to the Cavan and Leitrim Railway business, because the County Council asked me to confine my energies to this subject, inasmuch as it was a grievance in the district.

State purchase of the Irish railways and control by an Irish representative authority advocated.

26467. I am asking your own opinion, independently of the Council; do you think it would be an advantage to Ireland if the whole of the railways were the property of the State?—I think it would be a great advantage if they were purchased by the State, and handed over then to an Irish authority created by Parliament—an authority responsible to Irish opinion, working through a board of railway experts responsible to that Irish authority. I think that would be an ideal way of settling the question, because the Government, on account of their credit, could——

26468. *Chairman.*—I think you have given your view in such clear language that you need not explain why you gave it. Nothing can be plainer than what you have stated, and I think that is all the questions I have to ask you. Mr. Sexton may wish to ask you some questions now.

Examined by Mr. Sexton.

The general poverty of the County Leitrim.

26469. The County Leitrim is in a large measure scheduled as congested?—Nearly all South Leitrim is scheduled as congested. Of course North Leitrim is also, but it has very little to say to the railway.

26470. That means that the inhabitants are held to be in special need of public aid?—They are in special need of public aid. The people are the poorest peasants in Ireland.

26471. But these people in need of public aid have to support this railway?—They have to support this railway.

Refusal of the Cavan and Leitrim Company to insert weight and rates on goods advice notes.

26472—Now, as to two or three points of working. The company refuse to weigh goods?—They refuse to weigh goods. They give an advice note demanding a certain amount for carriage of coal, but they refuse to give you the rate or the weight.

26473. They have now a form of advice note for coal which gives no particulars of either the weight or the rate?—Certainly.

26474—Have you a copy of it?—Yes.

26475. Will you produce it? What does it tell you if it does not tell you the weight or the rate?—This was handed in at Sligo (*produces document*). I get advice notes from them annually for my consignment of coal, and they never give a word about the weight or the rate, but demand a certain amount. This gentleman got his coal from Sligo, and this was given him.

26476. *Chairman.*—Have you got one of your own?—Not with me, but I have them at home. I could forward it.

26477. *Mr. Sexton.*—It just tells you that they have delivered an unspecified quantity of coal, and that you must pay a certain sum?—Take what you get and ask no questions.

26478. You say it is impossible to make a return journey even for a short distance in the one day?—Perfectly impossible, and the time table is not kept at all.

26479. Also, that goods are carted as far as eight miles from one station to another at half the cost of the railway rates?—About half the cost.

26480. That is very discouraging to traffic?—Very discouraging.

26481. The small receipts are not to be wondered at?—They are not. It is natural they would be small.

26482. The trains are not run in proper time, and no attempt is made to keep time?—There is no attempt at all. I have a letter here from a very well known lady in County Cavan. She travelled by this line about three weeks ago. Here is a copy of her letter, and certainly it illustrates the manner in which they observe time, or rather, do not observe time on that line. I will hand it in. (*Letter handed in.*)

26483. That appears to be as discouraging to travel as the rates are to traffic?—Precisely. Then there is a great deal of pilfering on the line of coal and other things. There is an advice note here and a letter from a person saying that he lost within the last six weeks a bale of bacon between Ballinamore and Bawnboy.

26484. Are there six baronial directors on the board?—Yes; four for Leitrim and two for Cavan.

26485. Are they powerless to alter these causes of complaint?—Perfectly powerless, they tell me.

26486. If that be so you think general complaints are useless?—General complaints are perfectly useless.

26487. At the initiation of the line the promoters led you to hope that the receipts would be double the expenditure, and that the rate, if any, would be only from twopence to fourpence, and they told you that you would have a majority on the board?—Yes; these promises were made, that we would have a majority on the directorate, and the other results were held out as the probable result of the working.

26488. That was the understanding on which you accepted the liability?—Yes.

26489. The promoters became the directors?—Most of them did.

26489A. That is to say, the gentlemen who made these promises are now the directors who overbear the baronial representatives at the board?—Yes, they are, a good many of them. Of course Lord Kingston has died. I am not sure whether any others have died.

26490. The shareholders' directors vote in a body against the baronial directors?—They do, it seems.

26491. The baronial directors also vote together?—Yes.

26492. There are two opposed bodies on the board at each meeting, of which one has neither power nor influence?—Yes.

26493. Take your experience of the three promises. The receipts, instead of being double the expenses, are only about equal to the expenses?—Yes; the expenses are about 93 per cent. of the gross receipts.

26494. The rate of twopence has become a rate of a shilling?—Precisely.

26495. Paid out of the money which the children of the people send them from America to help them to live?—That is so.

26496. And instead of having a majority of the baronial directors you have six against eight?—Yes.

26497. The measure in money, I think, of your liability is 5 per cent. on a capital of £190,000, or £9,500 a year?—Precisely.

26498. Of which the line, upon an average, has produced about £1,000?—Yes, £1,000 odd.

26499. Leaving £8,500 a year to be paid by the district and by the Exchequer?—Yes.

26500. Of which the district has paid the larger part, about £5,000 a year on the average?—Yes.

26501. And you say that this result is due to mismanagement?—I thoroughly believe that it is. I believe that if there was a majority of the ratepayers directors they would work the line at a good profit.

26502. The directors for the shareholders and the shareholders themselves have no pecuniary interest in the welfare of this line?—Not a penny of interest except the qualifying amount of shares. They get their dish cooked, and they have only to enjoy it.

26503. The dividends are fixed and safe?—Yes.

26504. And the price of the shares in the market is measured by the fixed and safe character of the dividend?—Precisely; enhanced in value immensely.

26505. Could you expect good management under such a system?—It is impossible. It could not be; taking human affairs as they are, it could not be expected, because great interests are required in order to stimulate human nature to great efforts. Where there is no interest it is against the ordinary law of human nature to have great efforts made.

26506. On the other hand, those who are so deeply concerned, and who bear this heavy burden, would, you believe, if they were entrusted with the management of the line, perhaps make the dividend out of it?—I believe they would, and a profit besides.

26507. And you think that in equity and in common sense those men are entitled to an opportunity of endeavouring, by better management of the line, to relieve themselves from that burden?—I hold that.

26508. Would you say there ought to be a general provision of the law that in every case in which the ratepayers of a district are liable to bear a burden of this kind, and most certainly when they have to pay it, they should be allowed an opportunity of managing the concern by giving them a majority on the Board?—Certainly. That would be but common justice.

26509. Now, in reference to this strange arrangement about the coal, one would have supposed that the same gentlemen controlling the railway and the coal mine might possibly have resulted in some advantage to the railway; but the case seems to be quite the contrary?—Quite the contrary.

26510. How many of the eight shareholders' directors are directors of the mines?—Four, and the same Chairman.

26511. Do you mean five in all?—No; four.

26512. One of whom is the Chairman?—One of whom is the Chairman.

26513. Do the four railway directors who are also directors of the mine constitute the whole directorate of the mine?—I suspect they do, but it is a private company, and we could not get at what their secrets are; but I never heard of any other directors, and I strongly suspect that there are no other directors than these four.

26514. It is a small private company?—Yes.

26515. It may be assumed that the individual shareholders, especially the directors, have a large pecuniary interest in the mines?—Yes; of course they have.

26516. And their dividends depend on the profits of the mines?—Yes.

26517. Whilst they have only a nominal interest in the railway?—Yes.

26518. £100 each?—Yes.

26519. And the dividends there do not depend on the earnings of the railway?—Of course they don't.

26520. They give coal to outsiders at 11*s.* or 12*s.* a ton on the railway at Arigna; to railway servants it is given at 12*s.* 6*d.*; the railway company itself pays 14*s.* 2*d.*, and the guarantors, who might be supposed to be in a most advantageous position, pay 15*s.* 6*d.*?—Yes.

26521. The result is that coal is imported?—Yes.

26522. And an Irish industry is discouraged?—Yes. The people cannot use their own coal, and there is a great want of turf in the district, now that the bogs are cut out, and the coal has to come from Belfast and from Dublin.

26523. So the railway company get the coal for 14*s.* 2*d.* and 2*s.* carriage to Ballinamore?—Yes.

26524. You mean they charge themselves for carrying their own coal?—Yes. It is 16*s.* 2*d.* at Ballinamore.

26525. Every shilling added to the price of the coal is added to the working expenses?—Yes.

26526. By being added to the working expenses it diminishes the profits?—Yes.

26527. By diminishing the profit it increases the levy on the district?—Yes.

26528. So that every ton of coal sold by the railway directors (who are also directors of the mining company), to the railway company, is equivalent to a levy of about 3*s.* upon the ratepayers of the district?—Precisely.

26529. A curious result of combined management?—Most curious indeed.

Proposed commutation of the Treasury liability and scheme of financial readjustment of the Cavan and Leitrim Company.

26530. You express in your scheme, I believe, an opinion that the Treasury ought to commute their annual liability by the payment of a capital sum?—Yes.

26531. The Treasury liability is 2 per cent. on £190,000?—Yes.

26532. That would be almost £4,000 a year?—About that.

26533. If the Treasury agreed to do in your case what they have done in the case of the Tralee and Dingle Company—that is, to commute at thirty-three years' purchase of the liability, it would give you about £130,000?—Yes.

26534. If you paid off that much of the capital of the railway you would then have to provide 5 per cent. on £60,000, that would be about £3,000 a year?—Yes.

26535. *Mr. Acworth.*—Have you power to pay off at any time? Are the guaranteed shares guaranteed for a number of years?—There is no term.

26536. There is a perpetual guarantee?—They are guaranteed in perpetuity.

26537. Is there power to pay off?—If the shareholders and the Treasury are unanimous.

26538. Can you make the shareholders take the money, or would you have to buy them up at the market value of 130?—I dare say if we took them in hands we could buy them at face value or a little over it. I don't think we would have to pay the premium upon the shares.

26539. That would be their generosity, not your right?—I think not, because they could see that if they did not come to terms the ratepayers would strike against paying, and these shares would tumble down, and therefore it would be to their advantage to take a reasonable price.

26540. *Mr. Sexton.*—There are such burning feelings in the district about mismanagement and this heavy burden, that you have no doubt the body of shareholders would be willing to come to reasonable terms to bring it to an end?—I believe they would, in their own interests even.

26541. That would leave a capital of £60,000, on which there was to be provided 5 per cent., which would come to £3,000?—Yes.

The certainty of better results under a management more representative of guarantors.

26542. Have you the slightest doubt that if there were eight baronial directors and six shareholders' directors you would make that £3,000 on the line?—Not the slightest.

26543. You make three claims. You say that the officials ought to be in touch with the line; the directors of the railway should not be directors of the mine, and there should be a majority on the Board for the ratepayers?—Certainly.

Complaint as to the location of the chief offices of the company at different places away from the line.

26544. What is the reason for this curious dispersal of the officials? The traffic manager, you say, goes about lecturing on minerals; but why are the others so far away—the solicitor in Belfast, the secretary in Dublin, and the engineer in Enniskillen or in some other county?—They give a number of very flimsy reasons, but none of these reasons would hold water at all. There is no reason according to economics entitling them to place the centre of gravity so far outside the body it affects. No principle of economics would entitle them to have it 85 miles away from their line. I believe in Ireland, except in the case of the West Clare Railway, for which there are special reasons, there is no parallel to it. I have never heard of any, and I have read a good deal of the history of railways in other countries as well as Ireland. £200 is absolutely spent by this management, and this £200 would perfectly equip an office at Ballinamore, and the work could be done a thousand times more efficiently in Ballinamore than in Dublin.

Oct. 11, 1907.

Rev. D. Gray, P.P. representative of the Leitrim County Council.

26545. You say all the officials should be quartered at the chief station of the line, in probably one block of offices?—Yes. As it is, they never examine into anything connected with the line. On one occasion a motor trolley was sent out, and a train went without a staff, and ran into it, and threw the two occupants of it towards the stars, and smashed in the woodwork, and the fact is, the traffic manager took back the broken trolley into the sheds at Ballinamore, had it patched up, and the Directors in Dublin never heard a word about it, and the Board of Trade never heard a word about it. One of the shareholders' directors was asked about it. He said he had been at every meeting which had occurred since then, and he had never heard a word of it at a Board meeting. He was asked—"Cannot you go see the broken trolley and see how it is patched up." "No," he said, "I won't." I forget exactly his words, but they were tantamount to this, that it would look like spying after the business of the traffic manager, and he refused to look after it. They don't look into anything. They take the traffic manager's account of it the same as Gospel truth. They are only the faint echo of the traffic manager's report. This director is typical of the rest of the shareholders' directors. He was asked, and he would not go to look at this.

An unreported accident on the line.

The alleged indifference of the shareholders' directors.

26546. It would seem as if this company, by pursuing a policy of reserve, have secured a greater fame in the end?—Precisely. It has been just in the opposite direction.

Proposal that guarantors under statute should have a majority on the board of directors.

26547. If you could get a general provision of the law that ratepayers who are liable to make good a guarantee should have a majority on the Board that would accomplish your other purposes?—Yes.

26548. Because they could deal with the officials, and it would not matter greatly how the remainder of the Board was composed?—Precisely. That would right the whole thing.

Unification of the Irish railways under an Irish controlling authority advocated.

26549. You are in favour of a united system of railways under Irish public control?—Yes.

26550. Do you consider that such a system would hold out the best prospects for the careful and diligent working of such lines as the Cavan and Leitrim, and for the utmost relief to the ratepayers?—Yes.

Instances of passenger train irregularities.

26551. *Chairman.*—There is a letter which was sent by a person named Penrose to the manager of the railway which you mentioned. I don't think it is necessary to put it on the notes, but we are at liberty, if you like, to mention the incident referred to in the letter. On the 2nd inst., Miss Penrose and some others proceeded to Annadale by the 1.58 p.m. train for Garadice, intending to return that evening. Before alighting at Annadale they inquired from the guard the time the train was due on its return journey, and were informed 5.30 p.m., and it goes on to say that they arrived in time, and found that the train had gone, and they had to stop in this place all night?—Yes.

26552. They say further that that also occurred a short time ago to another passenger?—Yes.

26553. *Chairman.*—I think that is sufficient for the notes.

Examined by Mr. Acworth.

26554. I think you know Mr. Ormsby Lawder?—Yes.

26555. You know he came before us last July, and gave very long evidence as to this railway?—I heard he did.

26556. You have not seen his evidence, perhaps?—I saw a short account in the paper.

26557. You have not seen the full account?—No.

The question of the proportion of baronial and shareholders' directors on the Cavan and Leitrim Board.

26558. Because probably he has detailed practically all your grievances, so I won't ask you about them again; but I should just like to ask you about this. You make a strong point that the shareholders' directors have a majority?—Yes.

26559. That, I suppose, is under the Order in Council which established the railway?—Yes.

26560. The Order in Council got changed at some period?—No. The Order never got changed.

26561. The draft proposal was that the directors were to be half and half?—No.

26562. The shareholders should have an actual minority?—The promises were to that effect.

26563. And the baronial people should have a majority?—Yes; a working majority.

26564. At a later period it got changed?—Yes.

26565. By the Order of the Lord Lieutenant in Council the shareholders have a majority?—Yes; contrary to the contract that was made with the ratepayers.

26566. But an Act of Parliament, and this is practically an Act of Parliament, voids any contract, even if there were one?—Not in justice; if the parties who signed that and expected it were not acquainted with the change it would not bind them.

26567. Of course you know that there is elaborate procedure for taking care that everybody gets notice. The change cannot be made behind their backs?—It was done behind their backs. Not one ratepayer in the place ever heard a word about it as far as I know.

26568. I think there must be some mistake somewhere. It could not be done without notice being given?—It was very easy to draw a pencil across that portion. That is what was drawn up. The very moment that the Order in Council was applied for the promise was held out—"You will have a working majority," and they expected they would. The very moment the Order in Council came out it was found they had not. Of course those who asked for the Order in Council and manipulated it made that alteration. The ratepayers never knew anything about it as far as I can find out.

26569. You say the two sides vote against each other on the Board?—So I understand.

26570. You are not a director?—No.

26571. Could you say whether, to your knowledge it is the case that there are divisions?—I can give you a case typical, I daresay, of the rest. I heard of a case where an engineer had to be appointed to see what would be the cost of making those extensions that were so much talked about, and for the making of which £24,000 was offered as a grant by the Treasury.

26572. Was promised; not given?—It was promised.

26573. It has not been given?—Of course not; it was not accepted. But there had to be an engineer appointed to inquire and report how much it would take to make these extensions. This got up a discussion at the Board, and the shareholders' directors had their candidate for it, and the County Council had theirs, and they voted solidly on each side, and the minority went to the wall.

26574. That is one instance that you know?—One instance that I know.

26575. You fancy that is not uncommon?—I fancy that is the order of the day, because the County Council directors say they are perfectly helpless, and can carry nothing. Of course that means that the other side vote in a body against them.

26576. You say the Board's auditor was refused access to the accounts?—Yes.

26577. He has a statutory right to see them?—That is the reason he should be allowed to see them.

26578. Why did he not exercise his statutory right?—If guarded by the police he broke the door in he could.

26579. Why should not he? He has got the law on his side. If people wont use their legal rights how can one help them?—If you went to do that you would find yourself in conflict with the law in another direction.

26580. You see the difficulty is this. The law gives him a right to see them?—Of course the law gives him a right to see them.

26581. And when somebody says "You shan't" he takes it lying down?—If he were to use violence it would be worse

26582. Would not he get an order of the Court?

Chairman.—Of course there comes in the question of expense, and it is a poor county.

26583. *Mr. Acworth.*—I do not see how anyone can successfully give them powers if they do not use them?—The ratepayers have to pay the whole of the cost of an Order of the Court. So we are handicapped in every way.

26584. Just one other point, to meet your strictures on the management being in Dublin?—Yes; I hold it is a monstrous arragement.

26585. Do you know that all over the world it is the commonest arrangement—do you know that half the railways in South America are managed from London?—Oh, but the circumstances of South America are very different from ours.

26586. Let me give you another instance nearer home?—It is not so in Ireland.

26587. *Mr. Acworth.*—Do you know that the Southern Railway of France, which does not come within 400 miles of Paris, has its offices in Paris?—There may be reasons for it. I do not know the history of it, but I can see no reason in our case for such a thing. I say neither reason nor common sense can justify the arrangement. I know a good deal about the circumstances of our line, and I hold that it is a monstrous case of wilful extravagance.

Chairman.—I think you are right, Father Gray. It is such a small concern.

26588. *Mr. Acworth.*—Just one other question. What do you think the railway can be worked for? Have you thought of that?—I think it could be worked for about 50 per cent. of the gross receipts. I am certain it could.

26589. Do you mean of the present gross receipts of £4 6*s.* a week?—£4 8*s.* 6*d.*

26590. Do you think it could be worked for half that?—I think it could be worked for about 50 per cent. of the gross receipts—if the baronial directors had the management of it.

26591. *Chairman.*—Your assumption is that you could double the receipts?—Yes; that we would effect a great increase.

26592. *Mr. Acworth.*—Do you think you could keep the receipts where they are and keep down the expenses under the present rate?—I hold that, too, but I believe that if the baronial directors had the management of it the receipts would go up and the expenses go down.

26593. Do you know any light railway in the world worked in the way you suggest at 50 per cent.?—I have read something of the history of the light railways on the Continent and in India, and all these have been worked for about 50 per cent. And I have it from a gentleman who has travelled those countries and wrote a book about them and who has had experience of the railways, and he said they were worked for about 50 per cent.

26593A. I wish you would give me the reference, because it is quite new to me.

26594. *Chairman.*—I think, Father Gray, the best answer you can give us is that you do not know anything about the working of the railways yourself?—That is what I say. I am only telling you what I was told.

26595. *Mr. Acworth.*—Were you quoting—can you give the authority?—Well, perhaps I would not have his permission, but he is a very high authority, but the book was not so explicit as he was. But he is an acknowledged authority upon railways, and he has travelled Russia and India and most parts of the world, and he said he never knew a line to be as badly and as extravagantly worked as our line, and he said that 50 per cent. or a very little over it was the average expended in working expenses on the Continent and in India.

26596. On light railways?—On light railways.

26597. *Mr. Sexton.*—What you believe is that if the line were managed as you propose the receipts would be increased and that 50 per cent. of them would pay the expenses?—Precisely so.

Examined by Colonel HUTCHESON POË.

26598. I think I understood you to say that the receipts on the Cavan and Leitrim Railway for passenger and goods traffic had decreased within the last twenty years—that they are not so good now as when the line was first opened—that the passenger and goods traffic are less now than when they began?—Yes; a thousand passengers per annum less.

26599. I am not able to go back twenty years, but I have been reading the light railway returns for 1895, eleven years ago, and I find in looking at them, that so far from there having been a decrease the reverse is the case. In 1895 the number of first-class passengers was 3,250, while in 1905 it was 5,300, and the third-class passengers were, in 1895, 80,000, and in 1905, 91,000, showing an increase of 14,000 passengers on the former year?—My comparison was between the first years and the present time. I instituted a comparison and contrasted the first years with the present, and I hold that there is over a thousand of a difference per annum in the number of passengers, taking this standard of comparison.

26600. I do not doubt what you say is correct, but in the last ten years there has not been a decrease, and perhaps the decrease in the twenty years is due to emigration, which we all know has unfortunately taken place?—I think that does not affect it very much. I think if the fares were kept at the original amount the people would go by the railway to Ballinamore and Belturbet and Drumshambo and Mohill markets in greater numbers and that the passenger traffic would go up considerably, but that the fares are too high.

26601. Allow me for a moment. The same returns show that the average fare of railway passengers in 1895 was 2*s.* per head for first-class and 9*d.* for third, while in 1905 it was 18*d.* for first-class and 8*d.* for third. So that would be rather against your argument, I think?—The standard of comparison I took was the first years and the present. In this way my figures are correct.

Increase in number of passengers and decrease in average passenger fare per head for past decade.

26602. Still I presume you will admit that ten years is a fair number of years to go back upon, and if it can be shown that there was a considerable increase in numbers in the last ten years and a decrease in the average passenger fare per head, it would rather qualify your statement. I think you will admit that?—It might in a slight way.

26603. I do not wish to press the point. I think you stated to Mr. Acworth that you considered that the office expenses in Dublin are considerably higher than they would be in Ballinamore?—They are by about £200.

Comparison of the general charges on the Cavan and Leitrim Railway with similar railways.

26604. The railway returns show that the general charges on the Cavan and Leitrim Light Railway, which cover the directors' fees, secretarial expenses and that kind of thing, are only £700 a year, a sum which compares very favourably with similar railways, in fact it compares to advantage with all the other light railways in Ireland; that is, that the general charges and expenses which cover the secretary's and directors' fees are less in fact on the Cavan and Leitrim Railway than on any other light railway in Ireland?—But that would not justify them in having these increased expenses put upon the ratepayers when they could do it more cheaply.

26605. But as to the expense to the ratepayers, I think the maximum contribution would be something like £5,700 a year?—Yes.

26606. But owing to the fact that the average profits of the railway are about £1,100 a year the maximum contribution on the part of the guaranteeing area is reduced by £1,100 a year; in other words, instead of £5,700 you only pay £4,600. Is not that so?—That is so.

26607. So that though you would naturally rather pay nothing at all, still I think, under the circumstances you are better off than a good many other railway companies in the country?—But that does not justify inefficient management, though it shows that we are not quite as bad as we possibly might be.

The increase in passengers and receipts for past decade far short of the possibilities of the district.

26608. The returns show that there has been an increase in the receipts in the last ten years of £1,600 a year?—Yes.

26609. And an increase in passenger traffic of 13,000 or 14,000; so, I think, after all it shows that there has been a certain development of trade in the district?—Oh, yes, but it has been infinitesimally small considering what might be done. There has been no real effort to develop the traffic, almost not a single effort made.

26610. Now, with regard to representation on the Board of Directors, you are aware that the Board of Trade, on the requisition of the County Council or of twenty ratepayers, could deal with a case of that kind?—Yes; they could.

Expense of appeal to Board of Trade or Railway Commissioners' Court a deterrent to the County Council taking action.

26611. Has any requisition ever been made by the County Councils or by twenty ratepayers?—Well, the County Council understand that some private individuals made a representation to the Board of Trade, who referred them to the Railway Commissioners, and the Railway Commissioners when they were applied to said they could not discuss it unless it was brought up in legal form as a matter of law before them, and considering the heavy expenses the ratepayers and the County Council thought it was no use incurring cost.

26612. The Board of Trade?—Yes.

26613. Is there any statement of that in writing?—Yes; there is. They sent a letter in reply referring the case to the Railway Commissioners, and when the Railway Commissioners were applied to they said they could not do it without its being brought up in a legal form before them, and that would mean very heavy expense on the ratepayers.

26614. *Chairman.*—And that in fact frightened you away?—It did certainly.

Oct. 11, 1907.

Rev. D. Gray, P.P., representative of the Leitrim County Council.

Complaint as to insufficient and slow passenger train service.

26615. And the representation was in respect of these matters which you undoubtedly think a grievance?—Yes.

26616. Your contention, I presume, being that the ratepayers who have to find the money in any case, whether this line is well or badly managed, have a greater interest in the efficiency of the working of the line than the shareholders whose dividends are guaranteed?—Yes; they have an interest in it and the others have no interest or hardly an interest—a nominal interest.

26617. Where the facts were brought before the Board of Trade it seems strange that in such trivial matters as that the Board of Trade should not have tried to arrange them with the railway company?—They referred the person to the Railway Commissioners.

26618. You, perhaps, might let us have the letter?—Yes; I think I can get the letter, if necessary.

26619. You complain of the train service also, I think?—Yes; the letter I handed in would illustrate it.

26620. I think the railway guide shows there are only three trains in the day to Belturbet and the other places?—Yes.

26621. And they take an average of two or three hours to do a distance of 27 miles?—Yes.

26622. Of course they stop at a great many stations?—A great many stations.

26623. And you think that greater acceleration would be to the advantage of the public?—Of course it would be.

Reason for the refusal by the Leitrim County Council of the Government grant of £24,000 for railway extension.

26624. There is only one other point, which you did not refer to in your evidence, that I should like to ask you about, as you know the district well, and that is as to the reason why the County Council rejected the offer of £24,000 that was made to them by the Irish Government—that was for an extension to the railway?—I know the history of the occurrence.

26625. I do not want it at length?—Well, the reason was because the ratepayers refused to take any further financial liability, and even though it was explained to them that it would be only a nominal liability they said, "Well, we were hoodwinked before and we cannot know but we are about to be hoodwinked now," and on the principle of "Once bitten, twice shy," they raised their voice and told the County Council not to accept it.

Annual guarantee for Arigna extension offered by Great Northern Company.

26626. But is it not the fact that the shareholders' directors gave a personal and individual and collective guarantee that in the event of any deficit they would be responsible?—Well, there were two reasons against it. The first was that it was not a sufficient guarantee, and secondly, they did not give it in a legal form, and at a meeting of the County Council it was considered, and they found that it was not given in legal form and that they were not given a sufficient guarantee. Since then the Great Northern line, knowing that it would be a benefit to their own company to develop the Arigna mine, have offered to guarantee £500 a year *in perpetuum* for one of the horns of the line, one extension, that to the mines.

26627. At any rate, if this is given the line will be made?—I am not so sure of that.

26628. And it will rest with the Treasury to make the advance. I suppose if the Treasury make the advance the Great Northern Railway are prepared to guarantee?—But they only guarantee for one extension, that to Arigna.

Tha determination of the ratepayers not to incur any further liability under the guarantee.

26629. Still I presume that should be accepted on the principle that half a loaf is better than no bread?—But without a guarantee being got from some quarter for the other extension, I think the ratepayers would not agree because they are suffering from the existing guarantee, which is like the shirt of Nessus upon them and they cannot shake it off, and cannot be bought or induced to agree to any further liability.

26630. And you think that if the guarantee given by the shareholders' directors had been in legal form there would have been no difficulty with the County Council?—So the County Council told me. Some of the County Council told me that that was the reason it fell through.

Examined by Lord Pirrie.

26631. You say that all the promises made by the promoters and the Grand Jury to the ratepayers have been broken?—Have been broken.

26632. Now, did the ratepayers appeal to the Lord Lieutenant or to any authority when the promises were broken, when they knew and saw that they were broken?—They appealed to me and they asked me to lay the case before the Chief Secretary.

26633. And have you any paper stating the promises they made that you could hand in?—They asked me to send a memorial to the Lord Lieutenant.

26634. But the promises made by the Grand Jury were not verbal promises?—They were in writing.

26635. And have you any statement of them?—Yes; I have the pamphlet that was issued by the promoters at the commencement.

26636. And which was also approved by the Grand Jury?—Yes.

26637. Can you not hand that in to the Commission here?—I will send it to you by to-morrow's post.

26638. I am not doubting your word, but when you come to deal with these things I think the Commissioners should see the papers on which you very properly tell us that the ratepayers voted for that guarantee?—Precisely.

26639. And voted on the strength of those promises?—On the strength of those promises.

26640. The personal word of the Grand Jury made you feel that they were not going to break the promises?—No question about it. I can send you that pamphlet by to-morrow's post.*

26641. So when the ratepayers appealed to you to put the case forward they never thought of taking any action as a body to try to get the Order in Council reversed?—Well, if you can understand, they are poor peasants and they do not know the law and do not know how to get out of a difficulty like that.

26642. You stated that the Arigna Coal-mining Company were very prosperous. Now, have you any knowledge of the dividends they are paying on their working?—They are paying 5 per cent. from the very beginning and two bonuses of fifty a year each.

26643. They have paid regularly 5 per cent.?—5 per cent., and two bonuses of 50 per cent. each.

26644. *Mr. Sexton.*—50 per cent. of the whole capital?—50 per cent. of the whole capital.

26645. So that the capital has been returned?—The capital has been actually returned.

26646. And 5 per cent. per annum paid as well?—5 per cent. paid as well.

26647. *Lord Pirrie.*—And that has been through the assistance of the railway company getting a guarantee from the ratepayers?—Yes, I hold that everything is so abnormal about it that it looks like what you would read in a novel.

26648. Now, as to these directors that are mentioned, you say there are four of them, one being chairman of the coal company. Are they paid fees as directors of the railway company?—No; they are not paid fees, but their travelling expenses and their incidental expenses are paid.

26649. Do the baronial directors get any fees?—The baronial directors get no fees at all. I did not say that. They do not get any fees, but their expenses.

26650. But there are no fees?—Oh, no fees.

26651. *Chairman.*—They get a small fee for attendance?—Their expenses. They get a guinea a day and their travelling expenses.

26652. *Mr. Croker Barrington, Solicitor.*—This company's representative will appear before you in the proper time.

Rev. Joseph Meehan, C.C., examined by the Chairman.

Rev. Joseph Meehan, C.C. representative of the Leitrim County Council.

26653. Father Meehan, I think you also have been requested by the Leitrim County Council to give evidence?—Yes; I have.

26654. Have you heard the evidence given by Father Gray?—Well, I have heard most of it.

26655. But I think your evidence is practically on different lines altogether?—Well, I refer incidentally to the Cavan and Leitrim Railway, and it will be on the lines just that Father Gray went over. With everything that Father Gray said, as far as I heard it, I agree.

* See Appendix No. 7.

26656. May I take it that so far as the evidence that you heard Father Gray give with reference to the Cavan and Leitrim Railway you entirely agree?—Yes; of course, there are some points that he did not take up, these alone I should like to refer to.

26657. But you have heard the evidence that he has given?—Yes; as far as I heard it I agree with it.

26658. You wish to refer to the Irish railways in general and to this railway in Co. Leitrim in particular?—Yes.

26659. That is what you wish to bring under our notice?—Yes.

26660. And also with regard to the railways as they affect certain industries in the country?—Yes.

26661. Now, what particular industries do you refer to?—Well, the industries that I should like to refer to are the butter and the farm produce industries. You see the value of the amount of butter that was exported, for instance in 1904 was £3,195,015. That is taken from the Department of Agriculture's Blue Book.

26662. You say that is the value of the butter exposted from Ireland last year?—Yes, and you can judge of the relative value by the fact that it and that of eggs amount, roughly, to one-eighth of the total exports.

26663. It is an enormous sum?—An enormous sum; and therefore anything affecting that industry would affect very much the country.

26664. And you have also got some information to give us with reference to co-operative dairy societies?—Yes.

26665. Now, what particular part of the County Leitrim are you more interested in?—I have a map of Leitrim here.

26666. Well, are you north, south, east or west?—North of Lough Allen.

26667. Will you kindly say what particular part of Leitrim are you more specially interested in?—Well, Leitrim is divided into two parts—North and South Leitrim.

26668. Are you more interested in the north than in the south?—Oh, much more in the north. I know very little of the south.

26669. Then what are the railways in your particular district to which you wish to refer?—Well, the Sligo and Leitrim Railway for one, and the Midland and the Great Northern.

26670. Do you consider that the County Leitrim is well accommodated with railways?—No; there are very few railways at all in the Co. Leitrim. If you notice that map there is hardly a railway touching it at all, except the Cavan and Leitrim Railway in the south and the Sligo and Leitrim Railway running across the north.

26671. Now, have you any particular knowledge with reference to the rates and fares, the fares for passengers, and the rates for goods?—Yes; I should be glad to put that before you.

26672. You have been at some trouble to gather information with reference to these subjects?—Yes.

26673. Do you consider the passenger fares in Ireland are fair and reasonable compared with the passenger fares in England, we will say?—They are not fair as compared with those in England. There are half a dozen reasons why the fares in Ireland should be lower than in England. Notwithstanding that, they are for third-class passenger fares the very same, and for second-class and first-class passengers they are very much dearer in Ireland than in England, the amount of difference being that, whereas in England you have the second-class fare 25 per cent. over the third-class fare; in Ireland you have it 60 and 40 per cent. over, generally about 60 per cent. over the third-class fare. I have taken details of these fares.

26674. The third-class fare in both countries is about a penny a mile?—About a penny a mile.

26675. You have stated that for certain reasons you are of opinion that the fares in Ireland should be less than in England?—Yes.

26676. Tell us briefly what your opinions are on this one point. Why do you say that passenger fares (which we will deal with first) in Ireland should be less than they are in England?—First, because the railways in Ireland have cost an immense deal a smaller sum per mile than the railways in England.

26677. That is one reason?—That is one reason.

26678. Now, you say you have figures to show that?—Yes, I have figures to show that.

26679. Tell us what they are?—Well, the English railways cost roughly £67,618 per mile.

26680. I do not think that is quite accurate. Give us a single line, a case that would compare with an Irish line?—The Irish railways cost roughly £10,596 per mile, as against £67.618 per mile for the English railways. That is the first reason.

26681. Go on and give us your other reasons?—Then, you have labour far cheaper in Ireland than in England, and the cost of labour totals about 60 per cent. of the total working expenditure. I give that on the authority of Mr. Grierson in his book.*

26682. Now, that is another reason. Have you any more reasons?—Well, the Government has expended in the making of Irish railways a large sum. The contribution of the Government towards the making of the railways is something like £1,763,694. Then, there is the no passenger duty in Ireland. In England the passenger duty for the year 1905 was £328,527. That is a very petty item out of the £96,930,705 which for 1905 is the amount of the gross receipts of the English railways. If Ireland paid passenger duty in the same way it would not amount to £20,000. It would be merely £19,804 in that year, which is a very small item after all.

26683. That is another of the reasons?—That is another of the reasons why passenger fares should be lower in Ireland than in England.

26684. Have you any other reasons?—The accommodation is inferior in Ireland to what it is in England.

26685. You mean station accommodation?—Both train accommodation and station accommodation.

26686. *Lord Pirrie.*—The carriages?—The carriages.

26687. *Chairman.*—Go on. Have you any other reasons?—The trains are slower in Ireland. That is an admitted fact. And of course the higher speed causes greater wear and tear, and the engines consume more fuel, and the road beds are more expensive to maintain as well as to make. And all those things together contribute to make the expenses far greater in England than in Ireland. And then the last, and I think the greatest, reason is this, that Ireland is immeasurably poorer than England. Of course it is cheap trains that would suit us. The trains could scarcely be too cheap in Ireland.

26688. In other words, you are of opinion that more people would travel, and it would be a great inducement if the agriculturists of the country could move about with their produce at a lower rate than they now pay. That is what you mean generally?—That is what I mean generally.

26689. And for the reasons given?—For the reasons given. If you take England as a standard—which I do not care to do, because there are no countries more diametrically opposed to each other than England and Ireland—but if you take England as a standard, our passenger fares are very high.

26690. Of course that is easy to say. How do you prove that; can you give us just one or two illustrations?—I take these as illustrations. I take them from the time tables of the different railways.

26690A. Give them?—Take from Sligo to Dublin, 134½ miles.

26691. That is on the Midland Great Western Railway?—The Midland Great Western; and for that the third class single fare is 11*s.* 2*d.* (that is just a penny a mile); and then for the second class the fare is 17*s.* 10*d.*, that is 59 per cent. higher than the third.

26692. Just give the return third class fare?—It is 21*s.* It is very little lower than double.

26693. It is practically double?—Practically double. That is an illustration, and that holds universally.

26694. Well, now, another instance?—Again, if you take Ballymote—it is 120 miles, as you will see, which is a convenient figure—and the third class fare of the Midland Great Western Company from Ballymote to Dublin is 10*s.*; the second is 16*s.* 1*d.*, and the first is 22*s.* 6*d.*; and the return fare, third class, is 18*s.* 9*d.* Of course you have the limited mail besides, and that works out at a penny and an eighth per mile.

Chairman.—Do they carry third class passengers on that train?

Mr. Tatlow.—We do, Sir Charles.

Chairman.—There is an eighth of a penny more?—(*Witness*).—An eighth of a penny more on that.

26695. Give us one instance on the Great Northern?—Ballintogher and Dublin, Great Northern and Sligo and Leitrim.

Cost of construction of English and Irish lines and cost of labour in both countries contrasted.

The large Government grants towards Irish railways and their freedom from passenger duty a reason for lower fares.

Alleged inferior train and station accommodation on Irish railways.

The general poverty of Ireland another reason for lower rates and fares.

Illustrations of high passenger fares in Ireland on the Midland Great Western and Great Northern Railways.

* "Railway Rates" (1886), p. 133. *I.e.*, taking the total working expenses as 100, in England the percentage of wages was, in 1885, 60·33, in Belgium, 57·92. In both countries this percentage is now much higher.

Oct. 11, 1907.

Rev. Joseph Meehan, o.c., representative of the Leitrim County Council.

The percentage of second class fares over third in England and Ireland contrasted.

26696. Yes?—The length is 159½ miles, and the third class far is 12*s*. But they are competing there with the Midland, and consequently the fare there approaches to the fare on the Midland. The second class fare is 19*s*. 10*d*., that is 65 per cent. higher than the third. The first is 24*s*.

26697. And that is just double of the third?—That is just double.*

26698. Now give us an example in England?—Well, I have picked out just one example. I know it is generally a penny a mile for third; but, in order to show how much higher was the second than the third, I picked out the case of from London to Loudwater, on the Great Western Railway.

26699. *Colonel Hutcheson Poë.*—Thirty-five miles?—I do not know the distance. The fare is 2*s*., second class 2*s*. 6*d*.

26700. *Chairman.*—I do not think there is much in that?—The point there is that the second in that case is but 25 per cent. higher than the third.

26701. Whereas in the previous case that you gave us it was 65 per cent. higher?—Sixty-five per cent. and fifty-nine per cent. Another case would be London to Minehead. I give that case because it is exactly the same proportion. The second is 25 per cent. higher than the third.

I do not think we dispute the figures about the percentages, and therefore I do not think we need go further into that. We know that the second class fares are less proportionately in England than in Ireland.

Mr. Sexton.—But his testimony is important.

Chairman.—The percentage that you give are correct.

Sir Herbert Jekyll.—On most of the railways.

Illustrations of Continental passenger fares and charges for passengers' luggage

26702. *Chairman.*—On nearly all the railways. I do not think it necessary to go with them, but then you have foreign illustrations?—Yes. Germany has reduced its passenger fares very much inside of the past five or six months.

26703. Is that within your own knowledge?—It is not for Germany, but the Belgian and French fares are within my own knowledge.

26704. Do you know the Belgian fares?—Yes, personally.

26705. Take a Belgian instance, if you do not mind. I want to shorten this as much as possible, and I want to get the points favourable to your argument?—Taking it from the Belgian time-tables exactly in the same way as I have taken it from the English time-tables, I find that for thirty kilometres, or 18½ miles, it amounts to five centimes, that is a half-penny per kilometre, or, roughly, 1*s*. 3*d*. for third class; that is, for 18½ miles you have the third class fare 1*s*. 3*d*.

26706. I think, with all respect to you, we will have it in English money?—Yes; I have changed it.

26707. That is, for 18½ miles the ordinary fare in Belgium would be 1*s*. 3*d*.?—Oh, excuse me; it is in France. In Belgium 18½ miles would cost but 11*d*.

26708. You told me just now that you had personal knowledge of the fares in Belgium?—And in France.

26709. Then we will take the French illustration?—I have here the time-tables of both.

26710. Just one or two illustrations will do. If I follow you, for 18½ miles on the Northern of France Railway the third class fare is?—1*s*. 3*d*.

26711. Not quite 1*s*. 3*d*.?—Not quite; no. Anywhere in Belgium it would be less, only 11*d*.

26712. *Colonel Hutcheson Poë.*—Perhaps it may save time if I give the English equivalents of the French fares per mile. They are: first class, 1·72 of a penny; second, 1·15; and third, 1·77. Germany has given reductions recently, but they are very largely qualified by the charge for luggage. The figures for passenger fares work out at 1·35 of a penny per mile for first class, ·86*d*. for second class, and ·58*d*. for third?—And then there is the fourth class.†

26713. That is ·38*d*. But it is qualified by the charges for luggage and by the surcharges for travelling by express trains?—But with regard to those two qualifications. In the first place passengers generally, I understand—certainly tourists—take into the carriages with them, as we do here in Ireland, small handbags and parcels and the railway officials make no bones about it. In Belgium passengers are allowed to take up to 56 lbs. into the compartment with them free. Then again, the German charges for luggage are low. 2·4*d*. will carry as much as 50 lbs. up to 31 miles, 6*d*., the same weight up to 186 miles, and 1*s*. the same weight as far as you please. For luggage above 50 lbs. the charges are equally reasonable. So that, as a rule, is a rather small qualification. And with regard to express trains, the passengers are allowed, without extra charge, to go by all express trains except two or three called express *de luxe*, and they are charged only a very small extra for these.

26714. I think there is a surcharge, according to class, in express trains, and that it is 3*d*. for a third class passenger and 6*d*. for a first or second class passenger up to 46 miles; from 47 to 92 miles 1*s*. for first and second class and 6*d*. for third class, and above 92 miles 2*s*. for first and second class and 1*s*. for third class? I think there is an express in which there is no surcharge, but in the new express trains there is that surcharge.

Mr. Acworth.—Your figures do not, I take it, include the very heavy new taxation that has been put on passenger traffic in Germany.

Colonel Hutcheson Poë.—I understand that has been abolished.

Mr. Acworth.—There is heavy new taxation, something like 8 per cent.

26715. *Colonel Hutcheson-Poë.*—There was, but it is not now in force. It was found that the taxation which you speak of was acting as a deterrent, and they took it off and brought in this new tariff?—(*Witness*).—The result of that new taxation to which Mr. Acworth refers was an agitation in Germany, which resulted in the very serious reduction of fares I have referred to.

26716. *Chairman.*—Now I think we have got sufficient from you with reference to passenger fares?—Well, in Belgium there is a passenger fare of 11·75 francs that enables you to travel as much as you like: that is for 9*s*. 5*d*.

26717. That is a season ticket?—You get a ticket which allows you to trip over all the Belgian railways, and even three or four hundred miles which do not belong to the State—in fact, to go where you like for 9*s*. 5*d*. for five days, or for 18*s*. 10*d*. for fifteen days.

26718. *Lord Pirrie.*—As long as you like?—Yes; you can keep running around as you wish.

26719. And live in the trains?—Yes; and I got one of these for the fifteen days. You can go anywhere you like in Belgium for the fifteen or five days.

26720. *Chairman.*—We have got that evidence. Now, with regard to goods rates; do you suggest or think that the goods rates charged by the Irish companies are up to their maximum powers?—I should like to go into that, sir.

26721. Well, yes or no first?—Yes. I suggest that they are all within a small fraction of their maximum powers, and, more particularly, when they want to drive the customer to adopt the owner's risk rate.

26722. Let me see if I clearly understand. You are of opinion that the rates are up to the maximum, speaking generally. Of course there are exceptions?—Well, speaking generally.

26723. And I understand that, speaking generally, you are of opinion that the goods rates in Ireland are pretty well up to the maximum powers the companies possess?—They are.

26724. And that in consequence of that the dealers or traders in the country are driven to have their traffic carried at the owner's risk rates, which are considerably lower than the other rates. That is so, you say?—That is so I say.

26725. How do you know this?—From the Blue Book and receipted railway bills. I have compared the actual rates charged with the maximum rates allowed, that is, with the Blue Book, which is the final authority on the subject.

26726. What is the date of this?—Well, it has been all inside of the last year. The way I obtained the information is this——

* On the Sligo and Leitrim, a typical small railway, 48¼ miles in length, for ordinary fares, as shown by its time-tables, second class is from 51 to 100 per cent. (generally about 70), and first class from 100 to 150 per cent. above third class. The return is not quite double the single. The old coaching fares were much cheaper than are the third class.

† In Germany returns used to be 1½ singles. But under the new system which took effect on 1st May last they were practically done away with. Second and third singles are now exactly ⅔ the old second and third returns, *i.e.*, they have each been reduced ⅓. For single tickets now the first is 7 pfennigs, the second 4·5, the third 3, and the fourth 2 per kilometre. Nine-tenths of the people travel third and fourth.

Rev. Joseph Meehan, C.C., representative of the Leitrim County Council.

26727. *Mr. Sexton.*—It has not been lawful to raise the rates since then?—About six months ago there was a complaint made to the Board of Trade about railway rates, and that book was referred to. The Board of Trade referred the complainant to that book as the legal authority, and that book, which was issued in 1892, and reprinted in 1901, is evidently in force in 1907.

26728. For the sake of expedition I would suggest that when the witness desires to support his general conclusions by detailed proof he should be allowed to hand in any memoranda which he has prepared, or may prepare within a short period, and let them be appended to his *viva voce* evidence.

Chairman.—I quite agree. That is a very good suggestion.

Mr. Croker Barrington, solicitor.—I suppose we shall be supplied with copies of this.

Chairman.—They will be printed with the day's proceedings; not put into the Appendix, but printed as part of the evidence. That will meet your views?

Mr. Croker Barrington, solicitor.—Yes.

26729. *Chairman.*—After the very good suggestion of Mr. Sexton we can get on more quickly?—Perhaps you will allow me to read this: The statutory maxima are the only protection the trader commonly has. A very high authority quotes Professor Hadley as saying "that the maximum rates are of no use whatever in preventing extortion."

26730. Who is that Professor?—An American Professor, quoted by Mr. Acworth in his book on railways.

26731. By Mr. Acworth?—With approval, in one of his books on railways.

26732. But it is your evidence that I am going to take.

26733. *Mr. Acworth.*—You must not commit me to saying it was the only protection?—You said it was next to no use in preventing extortion, and that a railway company can perpetrate almost any kind of injustice within the limits of what are called the maximum rates. You quote, with approval, Mr. Rawcliffe as saying that.*

26734. *Chairman.*—I think you have said enough about that. Now let us come to the goods rates. You are of opinion, I see, that service terminals should not be charged as part of the rate?—That is, in a good many instances they should not be charged.

26735. Why?—They are based on the fact that the railway company have gone to a good deal of expense in building, say, stations.

26736. That is the station terminals. I meant service terminals?—Well, for instance, loading and unloading. That is a service terminal. But in many instances it is the trader himself that loads and unloads, and therefore it should not be charged. I have a great many proofs of that.

26737. Give us one or two if you like, as you say you have many proofs of what you state about service terminals?—The proof that I should like to offer would be the evidence of one of the largest customers of the Midland and the Great Northern, I wrote to him asking him did he load and unload himself, and he said he did, invariably, the unloading himself.

26738. Do you know what the traffic was?—The traffic was in substances of a nature for which loading and unloading are not charged, as stone and timber and things of that kind. In the case of another trader the goods are in a higher class. I know it of my own knowledge, too, because I am sometimes at the railway station, and see the employees of the traders themselves unloading. But I also asked the question of one of the largest traders in the neighbourhood, Mr. Dolan, of Drumkeerin, and he told me that they unload themselves. Why, therefore, should a service terminal for unloading be charged?

26739. How do you know it was charged?—Because I have his bills here.†

26740. That is what I want. Give me a concrete case where a service terminal has been charged when the service has been habitually performed by the consignor or consignee, and where you have got an analysis of the rate showing that the company has charged for service terminals?—You wish me to give a proof of what, please?

26741. That a service terminal is habitually charged by railway companies without performing any service?—You will infer it from this, that in many of the actual bills I have here the charges are very considerably over the conveyance charges, very considerably beyond the maximum rates even, unless the service terminal is included.

26742. I see. That is perfectly plain. Can you just pick out one to let me look at it?—Here is what I paid myself on some furniture (*document produced*).

26743. I see this is 4 cwt. charged at 53*s.* a ton. Paid on 1*s.*, to pay 11*s.* 8*d.* Amount paid and signed for. First of all, did you do this service?—My servant did it.

26744. Did the railway company assist?—In that instance I think they did. In that instance.

26745. Do you suggest that this shilling is over the powers of the company?—I do.

Complaint as to excessive rate for furniture from Dublin to Dromahair.

26746. That is your statement?—That is my statement.

26747. *Mr. Acworth.*—That is not what you said before. Beyond the conveyance powers of the company probably?—No; as far as I can make out that item there, it is beyond the maximum which the company can charge, even including that.

26748. The conveyance and the incidence of service terminals?—Yes.

26749. *Chairman.*—It is—"Sligo, Leitrim, and Northern Counties Railway Company, February 26, 1900. From Gordon of Dublin. A roll-top desk, 4 cwts., 53*s.* per ton.; paid on 1*s.*; to pay, 11*s.* 8*d.*

26750. *Mr. Acworth.*—Dublin to what station?—Dromahair. The distance is 149½ miles. You can put it 150 miles.

26751. *Chairman.*—Now we have got a case, and then we shall have an explanation. Your point is that, as far as you can make out, that 53*s.* cannot come within the maximum powers unless the service terminal and something more are included?—Yes.

26752. That is your point?—Yes; that is my point.

26753. *Mr. Tatlow.*—How is that collection charged for?—That collection is charged for separately.

26754. There will be evidence given about that?—The collection is charged for separately. It cost 1*s.*

26755. *Chairman.*—You do not know that that shilling was ever collected?—No.

26756. You know it was paid. You do not know what it was for?—No. I infer it. You must expect this, that traders are very reluctant to give information here at all. Mr. Wood, of the Irish Reform Association, also testified to their hesitancy. And that is what is to be expected, for they rightly recognise that they are too much in the hands of the railway companies. They cannot fight them, and naturally they do not care to throw down the glove, and that is what it means to come here to give evidence. To my own knowledge, one gentleman who has given evidence here before you has already severely suffered.

Alleged hesitancy on the part of traders to supply information to the Commission through fear of offending the railway companies concerned.

26757. *Lord Pirrie.*—At the hands of the railway company?—At the hands of the railway company.

26758. *Chairman.*—Will you be so good as to repeat that?—I say that one gentleman who has given evidence before you in this matter, has, in his own opinion, been penalised for the evidence he gave.

26759. *Lord Pirrie.*—By the railway company?—Yes.

26760. *Mr. Tatlow.*—Should we not get particulars of any charge like that, because I say most positively, on behalf of the railway companies, that nothing of that kind does exist, and that traders are free to make any complaints before the Commission. If anything of that kind is stated should we not get particulars?—I will presently give you the particulars. I asked that gentleman when I met him yesterday, and he said he was going to come before the Commission himself. And another gentleman said he was asked by the County Council to come and give evidence, and he replied—"I am not going to make a martyr of myself;" and he has not come.

Instance of a trader having been penalised in this way given.

26761. *Chairman.*—That is a matter of opinion?—It was his opinion.

26762. But you have given a concrete case?—Yes.

26763. In the earlier part of the proceedings a similar thing was stated, and I ventured to say that I could not believe that anything of that kind could occur.

26764. *Mr. Croker Barrington, solicitor.*—So far as we know the charge is absolutely without foundation. When the statement is made we ought, in common justice, to get an opportunity of investigating it?—Certainly; I make it openly, on the authority of that gentleman; and I further corroborate it by that instance where the gentleman was reluctant to come here or to give evidence. And I further corroborate

* "The Railway and the Traders," 1891 (London, Murray), pp. 332 and 338.

† In the case of a loaded wagon passing on over a second Company's line and thus saving transhipping, the two sets of terminal services will, as a rule, be found charged in full. Enniskillen to Crossdoney, G. N. (I.) R. & M. G. W. R., is a case in point.

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it by the attitude of people from whom I asked bills, that I might be able to give some information with regard to the railway companies' charges, and who replied they would have nothing to say to them, because they were not going to sacrifice themselves for the Railway Commission. And they know so much about Railway Commissions that have been held that they do not expect to get any benefits from them to correspond with the risks and trouble they would be putting themselves to.

Name of the trader alleged to have been penalised.

26765. *Mr. Croker Barrington, solicitor.*—Could we have the name now?

26766. *Chairman.*—Father Meehan, without any reserve, is about to give the particulars?—I will give the particulars. He is a large merchant—Mr. Crumley, of Enniskillen.

26767. He gave evidence here?—Yes.

26768. And in what way do you say that he has been penalised?—He can account for the action of the railway company in no way except that.

26769. *Lord Pirrie.*—Do you mean that he does not get equal treatment?—No. The particular thing is, that for the last ten years Mr. Crumley got at a small rate a season ticket to a number of places in Ireland. He is a very heavy trader; and that ticket was not renewed for him immediately after his giving evidence here before the Railway Commissioners.

26770. *Chairman.*—That would be what is called a trader's season ticket?—He has had it for the last ten years.

26771. That is a trader's season ticket.

26772. *Mr. Croker Barrington, solicitor.*—To take him over what line, or between what points?

Particulars of the case.

26773. *Chairman.*—Of course the reverend gentleman will give us the particulars now that he has got authority. There is no reason why he should not. That is what it comes to?—It was a general ticket over the Great Northern system. He said that he was going to come up to you to mention this matter himself. I said it would be much better for him to come up. Of course it would mean expenditure of time and money on his part. And he has not come.

26774. That is sufficient for you, Mr. Barrington, to make inquiries respecting it. You do not want any more?

26775. *Mr. Croker Barrington, solicitor.*—Certainly, sir; that is sufficient.

Instances of goods rates alleged to be in excess of the railway company's maximum powers submitted.

26776. *Chairman.*—Then, as to the rates?—You have that list of rates there, and there are a number of them which I cannot reconcile with the maximum rates at all. You see now the first six there, No. 5 excepted, all seem to me to be above the maximum rates allowed.

26777. Just let us have, for the sake of clearness, this case. Take No. 2?—From Sligo to Ballisodare, 4½ miles.

26778. Yes; a ton of cement?—Yes; it cost 5*s.* 9*d.* The carriage of that cost 5*s.* 9*d.* That is much dearer than carting.

26779. Are you sure about that 5*s.* 9*d.*?—Yes; I have it here.

26780. I want this to be clear, because these are important statements. It is a ton of cement from Sligo to Ballisodare, and the distance is 4½ miles?—Yes.

26781. And the rate per ton actually charged was 5*s.* 9*d.*?—Yes.

26782. And you have got the bill there, you say?—I have the bill.

26783. *Mr. Croker Barrington, solicitor.*—Can you give the date?—The date is given there.

26784. There are three companies running over there?—The bill will make it clear. It is the Midland Great Western.

Mr. Acworth.—It may be three short distance rates.

Chairman.—If these are three short distance rates it is not a typical case. If three railways are concerned in this they are quite within their powers.

26785. *Mr. Tatlow.*—No, sir; three companies use that line. It is our line, and two other companies run over it?—I think if there is a competition of three companies running to a point *a fortiori* it ought to be far cheaper than that.

26786. *Colonel Hutcheson Poë.*—I suggest that this gentleman should give us proof with regard to glass, Dublin to Bundoran, 2 cwt., £7 10*s.*, 159 miles, because I cannot understand that at all.

Chairman.—We will deal with this one first.

Mr. Sexton.—Unless the table goes upon the notes the discussion will be very obscure.

Mr. Tatlow.—We are short of the date of the agreement transaction.

Chairman.—December 13, 1906, is the date of the bill. I think the suggestion of Mr. Sexton a capital one, and, instead of my going through all these illustrations, they will be printed in to-day's proceedings as part of the evidence.

Mr. Sexton.—Whatever detail is involved, let that be printed, and let the witness confine himself as far as possible to his general conclusions.

26787. *Colonel Hutcheson Poë.*—I think there is some mistake about this glass, 2 cwt.?—My point is that in that case you have almost precisely the same amount of glass going in the other direction, and whereas going in one direction the ton rate was £7 10*s.*, going in the other direction it was £2 12*s.* 6*d.*

26788. *Lord Pirrie.*—Is that what you paid?—That was the rate that was actually paid.

26789. The rate per ton?—The rate per ton, £7 10*s.* for glass.

26789A. I cannot understand that at all.

26790. *Chairman.*—It comes under the small scale.

26790A. *Colonel Hutcheson Poë.*—If you sent a ton of glass you would not be charged that?—It seems to be altogether too high to charge that, but the point I make is to compare it with the glass going in the other direction for about the same amount and almost double the distance at a smaller rate.

26791. *Mr. Sexton.*—The principle that the trader should pay so much more for a consignment on a small scale hits Ireland at a different angle from England?—Decidedly. I have it from Mr. O'Mahony, of Cork, that from Blarney to Donegal a small consignment of tweed worked out at 107*s.* 4*d.* per ton.

26792. It runs up very high?—Yes. From Derry to Gweedore the actual rate was 131*s.* 9*d.* per ton. A nominal rate is given for the parcels, but the actual rate is much higher than that. In another instance the nominal rate was 43*s.* 4*d.*, while the actual rate charged was 65*s.* 9*d.* per ton.

26793. At the rate of that?—Yes, at the rate of that. You have the rate given for a small quantity as 43*s.* 4*d.*, and then it works out at 65*s.* 9*d.*

26794. *Mr. Acworth.*—The usual custom is to quote a tonnage rate, and then, if the thing is small, it is charged so much higher on to the tonnage rate?—I am afraid I do not agree with that, because I have paid rates for small parcels.

26795. *Mr. Sexton.*—You say that, taking the actual weight of the parcel, the charge made for it works out at a higher rate per ton than it ought to work out at, having regard to the weight?—That is my point. I, of course, allow for the 8*d.* for handling.

Chairman.—Now, you give a very large number of instances here, and I think we had better print the lot as part of to-day's proceedings.

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Instances of high goods rates on five Irish railways.

No. 1.—HIGH RATES.

Name of Railway.	Date of Consignment.	From	To	Distance in Miles.	Description of Goods.	Weight.	Class.	Station and Service Terminals included. Maximum for the distance named.	Rate per Ton actually charged.	Equivalent Rate per Mile in Pence.	Consignee.	Observations.
						T. C. Q. L.		*s.* *d.*	*s.* *d.*	*d.*		
G. S. W.	13/12/06	Sligo, .	Leyney, .	11	Earthenware pipes.	0 15 0 0	C 1	4 3·45 6 0·4	5 7	6·09	Clarence.	The rates charged in the first 6 instances here given, omitting No. 5, seem above the maxima allowable.
M. G. W.	13/12/06	„	Ballisodare,* .	4½	Bags cement, .	1 0 0 0	C 1	3 2·775 4 8·8	5 9	15·3	„	In the maxima rates quoted in 10th column loading and unloading are both included. The latter at least should be excluded. It is invariably done by the workmen of the consignee.
„	17/12/04	Dublin,	„ .	130	Drilling machine	0 6 2 0	1	24 3½	25 0	2·3	„	
„	4/10/04	„	Ballaghadereen,	122¼	Wrought iron,	2 0 0 0	C	15 9½	30 9	3	„	
„	29/6/06	„	Ballisodare, .	130	Iron girders, .	0 5 0 0	1	24 3½	21 8	2·2	„	
G. N. & S. & L.,	26/2/00	„	Dromahair, .	149¾	Furniture (roll-top desk).	0 4 0 0	5	51 7	53 0	4·2	Meehan.	
S. & L.	21/9/06	Sligo, .	Dromahair, .	14¾ (By road, 11.)	Hogshead whiskey.	0 7 3 27	–	–	6 8	–	Dolan.	In Nos. 1, 2, and 7 carting is much cheaper. It is frequently resorted to. Everywhere in Ireland, I believe, carting, for distances up to 15 or 16 miles, is generally cheaper than railing. For instance the ton rate for eggs from Ballymote to Sligo (14 m., station to station) by the M. G. W. is 7*s.* 1*d.*
„	30/8/07	„	Manorhamilton.	23½ (Road, 16.)	Coal, . .	6 0 0 0	A	–	2 9	–	M'Guiness.	
„	2/8/07	„	„	„	Bags flour, .	2 0 0 0	C	–	4 2	–	Bredin.	
„	13/8/05	Belfast,	„	111	„ .	2 0 0 0	C	–	12 0	–	„	
„	21/9/06	Sligo, .	Dromahair, .	14¾	Sundries, .	0 4 3 0	–	–	6 4 (nearly.)	–	Dolan.	
G. N.	29/6/06	Derry,	Bundoran, .	87	Bricks in boxes,	8 0 0 0	B	8 10	8 2	–	Clarence.	

* This, I find, is a mistake. The letters BSDfor BDR in the receipted bill indicating the station should be read Ballaghadereen, and not Ballisodare, where the consignee resides. The distance is 32 miles.

No. 2.—HIGH RATES.

No.	Name of Railway.	Date of Consignment.	From	To	Distance in Miles.	Description of Goods.	Weight sent.	Rate per ton actually charged.	OBSERVATIONS.
							T. C. Q. L.	£ *s.* *d.*	
1	G. N.	6/10/06	Dublin,	Bundoran,	159¾	Glass,	0 2 0 0	7 10 0	This works out at 11¼*d.* per mile.
2	M. G. W.	26/7/06	Ballisodare,	Manchester,	288	„	0 2 0 21	2 12 6	„ „ 2·18*d.* „
3	C. & L. and M. G. W.	4/10/06	Arigna,	Ballisodare,	72	Culm,	6 0 0 0	0 5 3	Here carriage is higher than price of article.
4	M. G. W.	29/6/06	Dublin,	Ballisodare,	130	Iron Girders	0 5 0 0	1 1 8	This is equivalent to 2*d.* per mile. The Boat rate, Liverpool to Dublin, was 2*s.* 8*d.*, or per mile ·23*d.* From a comparison of Nos. 4, 5, 6, one can see the perfectly arbitrary manner in which rates are made. The next two numbers enforce this.
5	S. L. and G. N.	1/12/04	Ballisodare	Belfast,	130		0 4 3 14	0 11 5	
6	M. G. W. and C. & L. and G. N.	9/12/04	Belfast,	Ballaghadereen.	—		0 4 3 14	0 15 5	
7	G. N. S. to S.	28/3/07	Ballisodare,	Belfast,	130	Stone, rough.	(Quotation) In 6-ton lots.	0 10 3	This is Class B. and max. rate for 4 tons is 11*s.* 1*d.*, taking it that it is a through rate.
						Stone, sawn, or roughly wrought up.	do., Owner to load and unload in both cases.	0 14 4	Class C max. equals 16*s.* 3*d.* for 2-ton lots. Why should 6-ton lots be insisted on? The first quotations are always within a fraction of the max.
8	S. & L.	Later	„	„	„	Stone, roughly dressed.	do.,	0 6 10	Limestone in blocks, Liverpool to New York, 12*s.* 6*d.* per ton, (Quotation 19/12/06, Messrs. Ismay, Imrie & Co.) Marble in rough blocks, Leghorn to Liverpool, 16*s.* 6*d.* per 1,200 kilos. (1,015 kilos = English ton). (Quotation 24/12/06, Cunard S. S. Co.)
9	„	1906	Dromahair,	Ballintogher,	3	Pill Box,	1 ?	6*d.* paid?	
10	G. N.	„	Glasslough,	Newry,	31½	Spade Shafts.	5 ton lots,	0 10 3	
11		„	„	Londonderry	96¾	„	Less than 1 ton.	1 0 6	S. to S. Owner loads and unloads. Spade Shafts, New York to Newry, 13*s.*
12	G. S. & W. S. to S.	28/12/06	Ballisodare,	Claremorris,	48	Rough Stone.	(Quotation)	0 12 4	
						Plain Cut Stone.	„	0 29 7	

From the extravagant charge in No. 9 it can be inferred, assuming it typical, that the Stationmasters will not forego their strict rights.

The receipted railway bills tabulated above and the originals of all the quotations mentioned are in the witness's possession.

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Comparison of through goods rates.

No. 3.—THROUGH RATES COMPARED.

No.	Article.	Class.	From	To	Distance in Miles.	Ton Rates.	Observations.
						s. *d.*	
1	Butter,	2	Dromahair,	London,	480	49 2	No. 2 Rate per parcels of 5 cwts. and upwards. It is Class 3, and should therefore be higher than No. 1.
2	Tea,	3	London,	Dromahair,	480	45 0	
	N.B. Tea,	3	Sligo,	„	142½	6 8	It necessarily follows from through rate principles that the Irish portion from, say Dublin to Sligo is lower than the through rate on Irish goods between the two places named.
	N.B. „ carting,	3	Dromahair,	Drumkeeran,	8	6 0	
3	Eggs,	3	Dromahair,	Manchester,	298½	50 0	C.R.
	„	3	Enniskillen,	„	265	45 0	O.R.
4	Cotton and Linen Goods in bales or boxes.	3	Manchester,	Dromahair,	298½	45 0	By G.W.
4	Cotton and Linen Goods in bales or boxes.	3	Manchester,	Dromahair,	298½	45 0	Advocates of free trade maintained that proximity to the market meant a settled inalienable advantage. This no longer holds.
5	Woollen Goods,	3	Navan,	Dungarvan,	—	48 7	
5	„	3	„	Killarney,	—	47 5	The notes under No. 2 suggest the extra cost of every commodity in the backward and poorest districts.
5	„	3	„	Tralee,	—	49 3	
5	Woollen Goods,	3	Navan	Tralee,	—	49 3	
6	„	3	Manchester,	„ (*via* Dublin)	—	52 6	Mael's List.
6	Woollen Goods,	3	Manchester,	Tralee (*via* Dublin)	—	52 6	
7	Eggs,	3	Tralee,	Manchester,	—	57 6	*Ex* C.R.*
						50 0	*Ex* O.R.
5	Woollen Goods,	3	Navan,	Dungarvan, &c.,	—	48 7	
8	„	3	Manchester,	Cavan,	—	40 10	G.W. By Canal, 41*s.* 8*d.*
9	Bacon,	—	Enniskillen,	Liverpool,	—	22 6	*V.* Questions 1689-1702.
10	„	—	Liverpool,	Enniskillen,	—	12 8	

26796. *Chairman.*—By the by, you did not give us the value of the eggs exported. You gave us the value of the butter, you remember?—Yes.

Value of the Irish egg exports to England, year 1906.

26797. What is the value of the eggs exported?—This year it is up something, and it approaches nearer £3,000,000, the value of the eggs exported.

Value of the total import of eggs into the United Kingdom, year 1906.

26798. *Colonel Hutcheson Poë.*—£2,500,000 is the return just published?—Yes; but while that is the amount of the value of eggs exported from Ireland to England, from the Trade and Navigation returns for 1906, which have recently been issued, I see that the amount imported into the United Kingdom is £7,098,137, and I also see that distant Russia sent as many eggs into the United Kingdom as Ireland did. I have some notes here or memoranda on that question, which I went into pretty closely.

26799. *Mr. Sexton.*—Will you deal with these memoranda in the same way as with the previous table, and then they can be appended to your *viva voce* evidence?—Yes.

Memorandum on egg and poultry traffic.

26800. What is the source of your information as to the egg traffic?—I got it first from traders, secondly, from an expert in the egg trade, who is also a Dane, and who knows that business thoroughly and was nine or ten years here in Ireland educating the people in that trade.

26801. *Chairman.*—Then we put this memorandum of yours on the notes:—

Memorandum on Egg and Poultry Traffic.

Glasgow, Manchester, Liverpool, London and other great English towns are the markets for surplus Irish eggs. The value of those exported in 1904 was £2,188,104; last year it had risen to nearly £3,000,000. Hence, though perhaps an humble, it is an important branch of the Irish produce trade. Furthermore, it is the welfare of the poorest of the poor that is principally concerned. You will observe, therefore, that railway rates directly affect everyone in the land, from the manufacturer, or would-be manufacturer rather, to the little cottier housewife whose tin canister of tea is full or empty according as eggs are up or down in the nearest market.

The first "grievance" I should like to point out is that Irish egg rates are too high, relatively to those of our competitors to the same market. Irish eggs may be valued at £3,000,000, but foreign countries, from Russia to Canada, sent, as shown by the Trade and Navigation returns of 1906, £7,098,137 worth, distant Russia sending into the British Isles almost as many as Ireland sent to England. Excessive rates, those unreasonable merely of and by themselves, need not be so seriously regarded. It is an

*These rates are all per goods train. They rarely include cartage in Ireland, but they generally include delivery in England. They are taken from the Department of Agriculture's rate booklets, kindly lent the witness by the Secretary. Every O.R. rate quoted, without exception, is there described as "Ex.," *i.e.*, exceptional. Why, I cannot clearly make out. At the request of Mr. Sexton, Sir G. Findlay—then Mr. Findlay—Manager of the London and North-Western, was good enough to supply the Select Committee of Industries (Ireland) tabulated analyses of the through rates for, amongst other commodities, butter and eggs. The through rates he selected as samples were between Dungannon and Manchester and Dungannon and Birmingham, each by two routes, and similarly between Cookstown and both these cities by two routes and for both species of goods. These lists may be seen in Appendix 49 to the Minutes of Evidence, beginning at page 912.

Comparing these through rates of 1885 with those in the above-mentioned pamphlets, they will be found to be to a penny the selfsame as the O.R. rates described as "exceptional" obtaining at the present time. Yet by the railway legislation of 1891 and 1892 the Maximum Station and Service Terminals in this class (Class 3), or their pre-existent equivalents, were pulled down from 4*s* to 2*s.* 6*d.* (*i.e.*, 1*s.* 6*d.* + 1*s.*).

The old Irish dancing master used to tell his "students" when they would sink upon "suggaan" to rise upon "gad." The railway companies would really appear to have been of his pupils. When they sink upon "terminals" they rise upon "conveyance." This seems the only possible explanation of the above facts.

accepted commercial principle that, within limits, it does not so much matter to a shipper what his freight charges are as that his competitor has to pay the same rate. This principle holds good for all commodities bought or sold. Here we have an article to put on the market better in flavour and freshness than any supplied by our commercial opponents; but we are being knocked out by such excessive comparative rates as the following. They are all ton rates:—

(1.) M.G.W.—Galway to London (468 miles), O.R., Ex.* 65/-, C.R., 90/10, *i.e.*, 39·7 per cent. higher.

Galway to Birmingham (259 miles), O.R., Ex. 60/- and 78/4 C.R.. 30 per cent. higher.

(1.) Montreal to London (3,086 miles), Glasgow and Dublin, 15/-.

(2.) M.G.W.—Ballymote to Dublin, O.R., S. to S. (120 miles), 25/10 and 28/-. Max. rate =30/-.

(2.) Milan to London (*via* Antwerp and Harwich), 79/5 per truck of 10,000 kilos. (about 10 tons), 79/5.

(3.) S. & L.—Dromahair to Manchester (per goods train), 280 miles, C.R., 50/-, O.R., 45/-.

(3.) Vienna to London, 109/3.

(4.) M.G.W.—Clifden to London, C.R., 97/6, O.R., 65/-, Ex.*

N.B.—C.R.'s rate 50 per cent. higher; *cf.* Tobercurry and Manchester, etc., etc.

(4.) Copenhagen and other Danish seaports (steamer to Newcastle and rail to London), 60/-.

(5.) G. S. & W. R.—Claremorris to London, C.R., 84/2, O.R., 58/4 Ex.*, First 44·28 per cent. higher.

(5.) Copenhagen to London (*via* Hull), 50/-.

(6.) G. S. & W. R.—Claremorris to Birmingham, C.R., 80/10, and 57/6, Ex.*, 57 per cent. higher.

By Westport or Sligo, C.R., 72/6, O.R., 51/8, Ex. First 40 per cent. higher.

(6.) Montreal to Manchester, 12/6.

(7.) Denmark, any part, to London, Birmingham or Nottingham (according to Cunningham), 24/-.

It is to be noted that the Vienna to London ton rate (No. 3) holds good for poultry as well as for eggs, in lots of 2 cwt., and that the Danish tariffs (Nos. 4 and 5)—I am unable to say so of the others—carry 3 cwt. and upwards. Consequently the usual explanation, big consignments, is not available. Neither in those later years can the other stock one of better packing and easier handling be very much pressed. Since Irish merchants invariably send by owner's risk rate, it should not be put forward at all.

It must not, either, be lost sight of that those low freights for foreign traffic are to be compared, not with the Irish owner's risk, but with the Irish "ordinary," or C.R. rates. Outside the United Kingdom carrying companies make, I understand, no such distinction. Damages with them are rare, and delays almost never occur. They are much more ready, the witness has it on reliable expert authority, to settle claims when made, and do so without unnecessary worrying and files full of correspondence. This, too, is what, *a priori*, is to be expected. They seem to have confidence in the clockwork regularity of their systems and in the carefulness of the employees, in every man doing his own work properly. Safeguarding themselves by such high insurances as a supplementary 30 and 40 per cent., and even 60† per cent., when they themselves retain the fuller responsibility for safe carriage, our railway companies openly confess that they are of opinion that goods travelling over their line have a dangerous time of it, more dangerous, apparently, then a ship's cargo in time of war. Else the exaction of such a high premium appears absurd. In the case of eggs, they will not, at some stations, receive them at all at C.R. rates.

Another vexatious matter is that one town finds itself so often at a disadvantage as compared with another. Comparing (*a*) company with company, and even (*b*) one branch of the same company with another branch, and even (*c*) places on the same branch, one with another, dearer freights may be found ruling for like distances, and even for shorter distances. Of course railway people account for the lower rate by the competitive route. But, on the other hand, the trader explains the higher rate by pointing out that the town penalized is at the mercy of some one company or another, and is, accordingly, being badly treated. Seeing that even competitive rates‡ are high, and non-competitive ones exorbitant, it would seem that the trader has really the best of the argument.

The following, in egg rates, are a few illustrations of the complaint. It equally applies to all classes of merchandise. If it were made the law that the "long haul" rate should not be lower than the short haul under similar conditions, unless where authorised by a power outside the railway company, this irritating form of discrimination would equitably be put a stop to.

EGGS PER TON.

A.

G.S. & W.—Limerick to London, C.R., 61/8; O.R., 47/6=426 miles.

M.G.W.—Claremorris to London, C.R., 93/4; O.R., 65/-=430 miles.

M.G.W.—Galway to London (2½ miles shorter than Limerick), C.R., 90/10; O.R., 65/- Ex.*

B.

M.G.W.—Claremorris to London, C.R., 93/4; O.R., 65/-.

M.G.W. & G.N.—Sligo to London, C.R., 60/10; O.R., 52/6.
(About same distance.)

C.

G.S. & W.—Carrick-on-Suir to London *via* Dublin; O.R., 47/6.
Mallow to London *via* Dublin, O.R., 55/- Ex.

The hardship of the "owners' risk" rates conditions on traders.

The hardship of the owner's risk rate comes out most strikingly in this matter. Eggs are more liable to damage than almost any other species of goods. Hence the shipper would be most anxious to insure for them extra carefulness in handling. But the trade itself is so risky, and competition so keen, that his profits would not afford to bear the much-enhanced transit charge. From Galway to London, *e.g.* owner's risk rate is 65*s.* per ton, but the C.R. rate amounts to 90*s.* 10*d.* This is within a few decimal points of 40 per cent. higher, or an approach to as much and a half. It is prohibitive, and he has no reasonable alternative but to accept the other and run chance. If the cases reach their destination safe and sound, well and good. If they arrive damaged he has to put up with the loss. It often means a quarter's labour gone for nothing, for very small people are in this trade.

Unless he can prove "wilful misconduct" and can fasten responsibility on the employees of some one of the carrying companies, he has, in law, no case. This seems a perfectly preposterous condition. Without a special detective accompanying them all the way it is out of the question to prove "wilful misconduct." To establish negligence, or even gross negligence, will not suffice. Traders who tried it know this to their cost. Even if the goods do not arrive at all, he has no redress. The signing of the owner's risk agreement note is held to relieve the carriers of all liability for loss, damage, misdelivery, delay, or detention, unless on proof of "wilful misconduct."

Their clear business and duty is to carry, and carry in safety.

To compare small things with great, the effort to contract themselves out of the responsibility and duty seems, not very unlike the action of the seventeenth century statesman who pledged his word to do a certain thing, but who, having previously solemnly stated he would not be bound by anything he promised, felt himself at liberty to do as he pleased. The country imposed on them the duty; the country

* See footnote, page 14.

† Butter. Ballymote to Dublin, O.R. 15*s.* per ton, C.R. 24*s.* (Rate Book quotation, M.G.W.). As liability to damage is one of the main causes that originally catalogued goods in the higher charged classes, it is hard to see why this feature should be a second time appraised.

‡ See article on "Competitive Rates in Ireland," by witness, in *New Ireland Review*, December, 1907.

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Rev. Joseph Meehan, C.C., representative of the Leitrim County Council.

Memorandum on egg and poultry traffic—*con.*

alone can relieve them of it. No individual or Corporation can, by any act of their own, or any subtlety, ease themselves of a public duty.

It is, indeed, maintainable that this shirking of responsibility is as indefensible in law as it is in equity.

The Traffic Act, 1854 (Sec. 7), the liability of railway companies.

Section 7 of the Traffic Act of 1854 provides that:

(*a*) Every railway company shall be liable for loss or injury

(*b*) to live stock or merchandise,

(*c*) in the receiving, forwarding, or delivery thereof

(*d*) occasioned by neglect or default,

(*e*) notwithstanding any notice, condition, or declaration

(*f*) in anywise limiting such liability,

(*g*) every such notice being thereby declared to be null and void.

The House of Lords' decision in "Peck's" case (suit for damage to goods).

Conditions adjudged reasonable are allowed. A test case on the interpretation of the above-named section was tried, and was carried eventually to the House of Lords. It is quoted as Peck's case. It was a suit for damages to marble mantelpieces incurred in conveyance. The plaintiff won. The final decision laid down that conditions affecting agreements must be reasonable in themselves, and special contracts, in their entirety, must be reasonable. That an owner's risk agreement would be void if the exemption from liability were unnecessarily wide—so as to cover felony or gross misconduct—or if no fair alternative were allowed a shipper who desired to retain the responsibility of the company. The owner's risk contract of Irish companies seems to labour under both the one and the other of the invalidating defects—too comprehensive a withdrawal from responsibility and absence of reasonable choice.

However, that decision seems to no longer guide the law courts, and Irish merchants have neither the time to spend nor the thousands to waste fighting the railway companies and pushing on to the House of Lords. Such a law as that embodied in the U. S. Amended Inter-State Commerce Act of 1906, and known as the Carmack Amendment, is imperatively needed in this country. This new American law provides that carriers receiving inter-State shipment must issue for them a through receipt or bill of lading and become liable for the shipment, no matter on what road the loss or damage occurs. The initial carrier may recover from the company on whose line the loss takes place.

To illustrate the traders' present helpless position I should like to present a typical instance. It is from this county (Leitrim), and the case was tried and re-tried last spring.

The difficulties and expense involved in seeking legal redress against railway companies illustrated.

Last December, Mr. William Geaty, of Lavagh, Rooskey, forwarded (owner's risk), Dromod to Liverpool, three crates of eggs. They went by the M.G.W. steamer and L. and N.W. Two reached their destination damaged; the third did not arrive at all, nor has it since turned up. The Liverpool importer, Mr. John McGrath, of St. John's Market, sued the English company for £5 6*s.* for the total loss of one crate and the damages to the two others. The case was tried in the Liverpool County Court, by Judge Shand. The defence turned on the owner's risk agreement just outlined, reinforced by the further contentions that it was the M.G.W., and not they, the L. and N.W., that were the contracting carriers, and that the importer was not the owner, and could not come into court. In the lack of proof of "wilful misconduct" judgment was given against the plaintiff, with costs, and the presiding Judge expressed himself perfectly satisfied with both the supplementary defences.

Prompted by some of the grounds of decision of the Liverpool Judge, the exporter at the other end, Mr. Geaty, started a new case against the M.G.W. in the Roscommon County Court. He won; but on appeal the Judge of Assizes reversed the decision, with costs. Mr. M'Grath, as he informed me, had to leave his business and come over to Carrick-on-Shannon as a witness in both instances. The costs were evidently very heavy.

From a consideration of this Leitrim case one can infer the immense trouble and expense that the trader must pluck up courage to face if he is discontent with his treatment, and is unable to bow to the decision of the railway company. Mr. Acworth, in his book "The Railway and the Traders," states (p. 112) that to assert that the controlling Acts of Parliament [up to 1888] left the traders at the mercy of some despotic railway manager is "really ridiculous." However that may be, he seems much nearer the truth when in the same work, written, as he tells us, on the suggestion of the Railway Companies' Association, and from the railway point of view, he says that "for a farmer or shopkeeper, with the assistance, possibly, of the local attorney, to undertake to fight trained railway experts with a lifetime's experience and with every fact and figure at their fingers' ends, is only to court defeat." The traders are perfectly well aware of this, and hence do all their grumbling, and possibly an extra amount of it, outside of the law courts. The number of complaints that appear in print is not a tithe of the actual complaints.

A little before the above given quotation, I may add, the author of the "Railways and the Traders" warns off all attempts at reductions in charges, unless they are made at the sweet will of the railway people themselves.

> "For every shilling cut by an expeditious tribunal of a rate," he writes, "it is easy for railway companies, if they are agreed to cut in harmony with each other [as they do] to withdraw two shillings worth of facilities; and the traders must make up their minds that this is what will inevitably happen if the railway companies are confronted with lower rates simultaneously with a rapid rise of working expenses" [as ever since 1891, when this sentence was penned, they have been].

The deduction from this distinguished opinion seems inevitable, that there is no hope for the net betterment of railway rates and facilities unless by State purchase or nationalisation. Otherwise genuine progress appears impossible.

An industry allied to the one that mainly has been just discussed is that of dead poultry. The traders' transit complaints, too high rates absolutely and comparatively, may be inferred from the following table:—

A.

O.R.

1. Tralee to Leicester, 112/6 per ton, but Eggs 55/-
2. Limerick to Liverpool, 67/6 ,, ,, 30/10 *via Dublin.*

   From Florencecourt to Liverpool, 40/- per ton higher for dead poultry.
3. Dromahair to Manchester, Eggs, 45/-, Poultry, 75/-.

B.

O.R.

M.G.W.

1. Cavan to London, 95/- Athlone to London ($7\frac{1}{2}$ miles shorter), 107/6
2. Claremorris to London, *via* Dublin, . . 120/- Sligo to London, 106/8

C.

In Ireland dead poultry freights very high, and in many cases double those for eggs. Similar boxes and packing, and bulk for bulk same weight.

From the Continent—Italy (*via* Antwerp and Harwich), 5/4½ per ton higher.
Russia, 7/6 ,, ,,
Styria, Nothing, ,, ,,
Canada, 10/- ,, ,,

(*End of Memo. on Egg and Poultry Traffic.*)

26802. *Chairman.*—Speaking generally, what have you got to say about light railways in Ireland?—The most obvious fact about them is that they are all financial failures. There are 227 miles of Irish light railways, and they cost £1,173,210, and of the nine that are working as independent units, the receipts total £63.651, but their expenditure amounts to £70,828. That is a deficit of £7,177.

26803. On the lot?—On the lot.

26804. Where is the largest deficit from?—Tralee

and Dingle line. The receipts are £8,449, whereas its expenditure is £14,667; that is, its expenditure is 173 per cent. of its gross receipts.

26805. Of course most of them are guaranteed?—Guaranteed by the very poorest parts of Ireland, and therefore their failure is felt very bitterly.

26806. You gave us the worst. Can you give us the best?—You will find it, of course, in the railway returns. The latest volume was issued a few days ago.

26807. Now, you seem to have given great study to this question. To what do you attribute the result of the working of these light railways?—Well, there are three main causes in my opinion. First, their too expensive construction, secondly, their expensive working, and thirdly, their indifferent and careless management. Add to that the fact that they are narrow gauge. They are light railways in name alone. They are modelled after the Belgian, but they should be in all respects tramways, not necessarily running along the roads. The Belgian railways cost £3,000 a mile.

26808. What is your authority for that?—An answer given by Mr. Acworth, in his evidence before the Committee on Agricultural Depression.

26809. *Mr. Acworth.*—That was a great many years ago—it was a dozen years ago—but it is substantially accurate?—Yes, it was given in the year 1894. The Irish railways cost £5,168. In Belgium there are no railway stations. There is no station house or station master; there are no elaborate signals; there are no crossing houses.

26810. *Chairman.*—What is a crossing house?—That is where a railway crosses a road you have a crossing house.

26811. A gate house?—A gate house.

26812. Are those worked in all weathers in Belgium in the open?—Yes.

26813. They have no shelter?—Yes; there is a small little place by the side of the road, and I just happen to have a photograph of one in the very centre of a town, and it is simply that the train going up stops there. There is a little notice overhead saying—"This is a railway station."

26814. Or else they would not know that?—Yes. There is no protection whatever. It is usually a bit of a shop, and people go to the shop. I saw that railway station, but here is another photograph with a more typical one. The house is in further from the road than the other, and therefore there is room for the people to stand.

26815. *Mr. Acworth.*—Then they pay a rent to the shopkeeper for the right to let the passengers have shelter in his room?—Yes, but that is not always, nor, I think, generally so. I went into one of those places, and I asked them that identical question. It was a kind of restaurant. The fact that the people stood about there was sufficiently suggestive to them, perhaps, and sufficiently remunerative to the *éstaminet* keeper.

26816. *Mr. Sexton.*—Are the fares collected on the trains?—The fares are collected on the trains.

26817. And tickets issued?—And tickets issued. There is no station master whatever except at the very end.

26818. *Chairman.*—Of course those trains, running in that way, require no elaborate stations and waiting rooms and so on?—According to Mr. Acworth, you can run these trains pretty "comfortably" at a rate of 7*d.* or 8*d.* a mile. On the Cavan and Leitrim line it costs something like 2*s.* 2*d.* a mile.

26819. Do you mean a mile of road?—A train mile. You take the gross expenditure and divide it by the number of miles run.

26820. *Mr. Acworth.*—They run three miles for one that is run in Ireland, and they spread the expense on so much the larger train service. They run an immense number of trains, and you run only three and that makes an immense difference?—But it seems surprising that they should have passengers all the time.

26821. It is much more populous than in this country?—*Witness.*—On that identical line they run in the one direction fifteen trains in the day. There is no gain whatever in calling a railway a light railway in Ireland. The sole result is to put restrictions on them. And there is one cause of their failure mentioned by that authority. He says that, whereas an ordinary railway might go almost as it liked, a particular light railway was restricted to ten miles an hour. Well, the great reason, I think, why the light railways have been a failure is given by this authority that I have mentioned, and I should like to quote it in full—"It seems to me that the main cause is, if one might put it so, the difference between what was done in Belgium and what was done in Ireland. In Belgium you have a national company, with experienced men at the head of affairs, controlling the whole thing, seeing that a proper train service is given, seeing that the rates are such as the traffic will go upon, seeing that contracts for supplies and everything of that kind are properly managed. You have a centralised system in the hands of capable persons. In the other case"——

Mr. Acworth's opinion in 1894 as to the cause of the financial failure of Irish light railways.

26822. *Chairman.*—That is the Irish case?—Yes. "In the other case you leave it to a number of local people in remote Irish towns, with no experience whatever of railways, who could not be expected to manage the thing satisfactorily."

Proposed railway from Arigna to Dromahair.

26823. Go back to your special district, Dromahair. Is there any need for a railway there to connect those two places—Arigna and Dromahair?—There is a very great need for a railway in that quarter; because, in the first place, the district is teeming with mineral wealth, and, in the second place, it is one of the poorest districts in Ireland. Now, the wealth of that district consists of iron mines and coal mines, potter's clay, and flags, and there is no chance whatever for the development of these unless a railway from Arigna to Dromahair is made. I have a map which will make plain what I am suggesting.

26824. *Mr. Sexton.*—The grant is for small proposed extensions of the Cavan and Leitrim Light Railway?—Yes.

Mileage of line, and district and industries to be developed.

26825. This is an independent line of sixteen miles?—Yes; a new suggestion altogether. There is a map specially made by the engineer at the time we were endeavouring to promote this railway.

26826. *Chairman.*—This is the promoters' map?—Yes. Rather the Committee of Promotion's map.

26827. With the proposed railway marked?—Yes. The proposed is red. The blue one is the existing Cavan and Leitrim Railway, and the other is the Sligo and Leitrim Railway. The proposal is to connect the terminus of the Cavan and Leitrim Light Railway to a point on the Sligo and Leitrim line.

26828. *Mr. Sexton.*—Dromahair Station?—Dromahair Station, or a spot near it.

26829. *Mr. Acworth.*—Somebody else said it ought to go to Collooney?—Yes.

26830. And somebody else, again, said it ought to go to Boyle?—Yes. But the line to Boyle was no more a rival to these two others than a line to Kamtschatka. The circles on the map indicate the positions of the coal mines and iron mines, and also the potter's clay.

26831. *Chairman.*—Are those coal mines and iron mines and potter's clay all proved?—Yes.

26832. They know they are there, but they cannot work them?—That has been working off and on since 1641.

Mineral resources of the Arigna district.

26833. What is that?—That is the iron mines—the Arigna iron mines.

26834. *Lord Pirrie.*—Has Arigna coal mines?—Yes. The output as shown by the Mines and Quarries Reports is about 11,000 tons a year. At Drumkeeran the output is about 2,000 tons a year. That railway will give a chance for the development of the whole mineral area. By the other you get a chance for developing the Arigna corner merely.

26835. *Mr. Sexton.*—This brings you to the port of Sligo?—That brings you to the port of Sligo.

26836. *Chairman.*—What date was this?—About two years ago. I should say that these circles indicate where the coal and iron have been worked That whole district is called Slieve-an-Ierin—that is, Iron Mountain—and the district is full of iron ore, to my own knowledge. Three times during the last century iron was worked there at Creevelea.

26837. *Mr. Sexton.*—Commercially?—Commercially.

State purchase of the Irish railways and control by an Irish central authority advocated.

26838. *Chairman.*—I think, Father Meehan, we have pretty well exhausted your proof, and now I will ask you two or three general questions, if you will leave your brief for a minute. What, in your judgment—and you evidently have taken great interest in this question, from the facts and figures you have brought before us—you must have given a large amount of time and study to this question—what, in your opinion, would be the best remedy for this state of things in Ireland?—The best remedy for this state of things would be the purchase, the unifi-

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cation of all the Irish railways under the control of a representative Irish body.

26839. In other words, that the system that is in operation in Prussia and Belgium and in a great measure in France, State ownership would be in your judgment the best thing for the interests generally of this country?—Yes; State ownership with the qualification that it should be under complete Irish influence and not under British influence.

State purchase of the Irish railways and control by an Irish central authority advocated—*con.*

26840. That is, a body constituted of Irishmen in Ireland to manage the railways for the benefit of Ireland?—For the benefit of Ireland.

26841. Now, you have some knowledge of State ownership?—Yes.

26842. Have you any special knowledge of the Colonies; are you aware of the system in operation in New Zealand and Australia?—Yes. I have read about them, but I have never been there.

26843. Do you know Belgium?—Yes.

The Belgian railway system recommended as a model for Ireland.

26843A. You know Belgium; do you think the prosperity of that country is in any way attributable to the fact that the railways there must be owned by the State?—I think the central fact which makes for the prosperity of Belgium is the fact that the lines of railway and all the means of transit are State owned, and are conducted for the benefit of the country.

26844. And, generally speaking, then, I may take it that your views are—although the railway companies may not be exercising even their maximum powers, the maximum powers given to the railways—the rates for the goods traffic are not adapted to the particular requirements of this country?—They are not adapted to the requirements of the country. We are in a vicious circle with regard to rates and cannot get out of it.

26845. Also, if the passenger fares were brought down to the level?—Of Germany or Belgium.

26846. Yes, Belgium or Germany, to their level, you think it would have a great tendency to improve the industrial conditions of the country?—I believe so.

26846A. I think that is all I need ask you.

Examined by Colonel HUTCHESON POË.

The advantage of running light railways along the public roads discussed.

26847. With regard to light railways, you said you thought they might be run more like the Belgium tramway system, and not on the roads. If you run them across the country you would then have to incur considerable additional expense in acquiring land. Whereas, if you had a road of the prescribed width, say eighteen feet outside the line, you would have the advantage of the road, and you need incur no expense for land. I don't see how you could get much improvement if you ran the lines across the country. I think if you run them along the road you would get away from all the Board of Trade requirements; no crossings and so on, not even fences, you get over the difficulty, and the cost of construction would be very much less than it is at present?—That is one of the costs. Then you must also remember that a vast deal of legal expense was incurred in the making of these lines, and I agree with Mr. Acworth that it came to be perceived it was unnecessary. There were very heavy legal expenses and fees. That was one of the causes that put up the present capitalisation of the Irish light railways.

Instances of Irish light railways constructed in this fashion

26848. Let me make this point. You would not get out of the difficulty of future extensions if you carried them across country. You would then have to pay for the acquisition of the land across which they might have to be run?—Of course. But you could only use the road on one side, and you would not have to pay so much for the land. I recognise that Belgium had a distinct advantage in that respect in the great breadth of the roads and also in the fact of it being a very level country.

26849. We have one railway, I think, that is run along the roads, the Clogher Valley, in the North; a great deal of it is run along the roads?—There is also a portion of the Cavan and Leitrim line.

26849A. There is no objection to that, in your opinion, is there?—There might be some objection, but the corresponding advantages overbalance it.

The extensive mileage of tramways or light railways along the public roads of Belgium.

26850. As you are aware there are lines of that kind in Belgium, some two or three thousand miles of tramways along the roads without any protection?—It does not make any difference whether you call them light railway or tramway. It is the same thing, except the distinction seems to be made that when a light railway runs along the road it is then called a tramway.

26851. If they are able to run railways along the roads in a densely populated country like Belgium with an increasing population, would it not be possible to run them at an increased speed alongside the roads in a country like Ireland, where the risks would be less, and passenger traffic less, and would it not be far better because we would be able to do without these expensive requirements of the Board of Trade? Would you be in favour of it?—It does seem to work in the case of tramways in towns; there does not seem to be very many accidents, and they seem to have about the same speed as most of the light railways in Ireland.

26852. With regard to safety, I think you said that on the Belgian tramway system, or light railways, whatever you like to call them, they are allowed to go at eighteen miles an hour?—In country districts it is eighteen miles an hour; in towns six.

26853. In Cavan they run fourteen miles an hour. So that as regards safety they might go faster and without greater risks if they had them running alongside the road?—Yes.

26854. With regard to the body you would put in charge of the administration of the railways in Ireland, you would not, you say, be in favour of handing them over to any Government Department, that is to say, to direct Government administration?—Not to any one of the present Government Departments. I think they are not a great success as it is. They would not be able to do anything additional properly. They cannot do properly the work already imposed upon them, judging from the opinion of the people generally.

26854A. Have you considered at all the constitution and nature of the body to which you would entrust the administration of the nationalised system of Irish railways?—The most representative body at the present time, I think, is the General Committee of the County Councils. And unless a body were specially created by Parliament for the control of the railways, I cannot see any other to which you could hand them over.

26855. In the present state of political feeling in this country I am afraid—I do not know whether you would agree with me—that body, the Committee of the County Councils, is more or less constituted by one set of people, of one way of thinking, politically speaking, and there would be, would there not, a danger of pressure being brought to bear from that particular political body upon the Board of railway administration. Would there not be some danger of that?—I don't believe there would be. You must recognise that almost all of this political feeling at the present time in Ireland is tending to bring all the people in Ireland together for the benefit of Ireland.

26856. I wish I could agree with you; I am not so certain of that?—That is, I hope and believe, the trend of it.

26857. I am very glad to hear you say so?—Of course, I don't mean to be in any way personal. It is extremely hard to get prejudices out of some people's minds. An English writer who came over here recently and called upon me, said to me, and afterwards put his opinion in a book, that to get prejudices out of some people's minds in one corner of Ireland you would first have to trepan them.*

26858. You speak in this paper of the advantageous way in which the large railway system is worked in Belgium. I don't know whether you have read a little summary by Mr. Pratt, who has written a great deal on the subject?—I read that.

26859. I have seen a very interesting article by a French writer, M. Peschaud; you have seen it, have you? He endeavours to show that the Belgium system is not at all the profitable undertaking that most of us imagined it to be?—That is not my recollection of it.

26860. The article is given in Mr. Pratt's new book?—Just one extract, to point out these errors, on precisely what you are stating, the amount of the profit. I have taken it down in a note-book here. What I want to show you is that in Belgium, whereas in the beginning they worked the lines at a loss, the lines they worked so prospered that now they return a large amount to the State.

26861. That is just the point that he controverts?—I should like to quote that out of the book. That is just the point.

26862. This article gives the official figures?—The official figures are given here.

* See *The New Ireland*, by Sydney Brooks (Maunsel and Co., Ltd., Dublin), p. 54.

26863. The point is this. This gentleman—I don't know whether he is right or wrong; I cannot say—he gives official figures, and most of his information is derived from official sources, and he quotes the statement of the Leader of the Opposition on the introduction of the Railway Budget in the Belgian Chamber, and he says there in this article—it is very lengthy—that, so far from the Belgian lines working at a profit, they do nothing of the kind, that the accounts are so mixed up purposely by the administration, the State administration, as to disguise the fact from the Belgian people; that they really have not been, nor were they likely to make a profit; but that they are working at a loss. He has a strong opinion, that if the figures were gone into very different results would be seen. He estimates that if they could be really analysed, so far from being worked at a profit on the present low fares and charges, they would really work out at a loss, and that loss has to be borne by the general taxpayer. That is the whole point of the article?—There is always a risk in taking what any person writes without having a criticism upon it. In the second place tell me what are his figures. I quote from Mr. Pratt's book. He admits the railways contribute largely to the State.

26864. *Mr. Acworth.*—Who are you quoting from?

26864A. *Colonel Hutcheson Poë.*—He quotes from the Railway Budget publicly presented to the Chamber, which would probably be optimistic.

Witness.—I am quoting from Mr. Pratt's book.

26865. He modifies that very largely in a subsequent edition?—I imagine that in his book he gives the divergent views. Mine is the edition of last year, and, I think, the last.

26866. I am not going to produce the book. This is an article by a French writer, and he gives official statistics and speeches made by members of the Belgian Chamber criticising very adversely the administration of the system?—I see things quoted now and then in speeches of politicians in the House of Commons. I would be very chary about accepting these things.

26867. These are about the existing railways?—I should like to quote two things precisely upon that. The Belgian railways pay 4 per cent. upon the invested capital of £83,000,000 and have a sinking fund. The railways contributed very largely to the revenue until 1872, inclusive. From 1873 up to 1886 there was an annual deficit owing to extensions, but the deficits were small, and grew smaller every year. In 1881 there was a deficit; it was £250,000. The deficit in 1873 was £320,000. This is going into detail; it would be rather long. Then the surplus. In 1897 the surplus was £469,253.

26868. *Mr. Acworth.*—A surplus after what?—After the payment of 4 per cent. dividend and sinking fund.

Colonel Hutcheson Poë.—I don't dispute that for a moment.

26869. *Chairman.*—Give us the last?—In 1903, the latest date I have, the net surplus is £957,080.

26870. *Lord Pirrie.*—A million of money?—Just that. In the seven years ending with 1903 the Belgian railways' net surplus, after deducting £66,405 for the one lean year, 1900 (when coal was high), totals £2,878,579. This represents the gain to the State. On one occasion the Minister of Railways openly boasted that it was he that kept all the other departments going.

26871. *Colonel Hutcheson Poë.*—I don't dispute that for a moment. He quotes from an official return presented to the Belgian Chamber. He says these figures, when gone into, are absolutely misleading and are framed in such a manner that they must know they are not correct.

26872. *Chairman.*—Please inform me. Colonel Poë. This is the comment of a French writer?

Colonel Hutcheson Poë.—Yes, of M. Peschaud, who gives official figures taken from official sources. He quotes the Belgian railways accounts, and is most anxious that they should get returns framed in such a manner that they could bear critical investigation?

26873. *Chairman.*—There can be no question that there is a large surplus after paying interest on the capital to go to the State. Whether it is a million or half a million I don't know?—It is now approaching nearly a million, and the German railways pay over 7 per cent. There is a surplus of over 32 millions.

26874. *Colonel Hutcheson Poë.*—The German railways are looked upon as a sort of milch cow for the purposes of revenue?—That is one of the reasons why I suggest that we do not want the Irish railways in the hands of the British Government. If they were, eventually they would be a milch cow too.

The large surplus earned by the German State Railways and their policy of granting low export rates.

26875. *Mr. Acworth.*—May I correct you. The 32 millions on the Prussian railways is not a surplus in the same sense as you have used it, after paying interest. That is the net revenue after paying working expenses?—That is so. It is net receipts, and is equivalent to 7·12 per cent. on the capital invested.

26876. There is a very large surplus, but nothing like that?—The amount for 1903-4 was 31 millions. For 1902-3 it was 27 millions, and so on.

26877. Since then it has gone up?

26878. *Colonel Hutcheson Poë.*—Is that 31 million pounds?—Yes.

26879. There is great dissatisfaction among the traders. They object to railways making such a profit out of them. They say they should go on reducing the charges?—That is very natural. We have quoted already a page where they have recognised that, and in view of the profit have reduced the passenger rates, and also reduced the goods rates. The particular system they have, their way of benefiting the country is to give low export rates. That is what we have to contend with.

26880. I see you go on to point out generally that in countries where long distance rates—export rates—are low, the local rates are high?—Local rates. We don't mind so much what local rates are. With them we have to bear. The export rates of Germany are just as low as the service can afford; they want no profit out of them.

The alleged danger of political influence affecting the policy of State administered railways.

26881. That is quite true; in that you are perfectly correct. We are drifting from the point. In Belgium and Germany there has been considerable complaint made that under direct State administration political influences are brought to bear upon the Government to carry such a thing to such a place in which a particular member of Parliament is interested, and in that way they say that there is political pressure exercised to the disadvantage of the country generally?—I quite recognise that. But it seems to be a very happy state of things. If you look at the map of Belgium you will see that every part of the country has been in its turn afforded facilities. Everywhere, all over Belgium. There is no place in the same plight as we have Leitrim, no place left out in the cold with no benefit as against us. I consider that a very happy state of things.

The configuration of Belgium and the condition of the country generally contrasted with Ireland.

26882. Do you consider it fair to compare a country like Belgium and a country like Ireland, one thickly populated a level country, where the cost of construction has been small, the cost of working small, where labour is cheap and fuel is cheap; whereas in this country you have got a hilly country, not a level surface; the cost of transit is much higher owing to the increased cost of coal and labour. All these you have not got. Belgium is happy, because it is very highly developed both agriculturally and industrially?—What you say of Belgium is perfectly true, but allowing for all these differences there still remains a residue of benefit. In Belgium the item of labour is somewhat cheaper, but if we had the same state of things in Ireland we would be pretty well satisfied.

26883. Do you think it will develop under the present system?—I was going to say that Belgium is a highly developed country owing to its railways. If Ireland is not highly developed it is mainly owing to the fact that we have not such railway facilities as Belgium. Under the present system progress is impossible.

Ireland alleged to be capable of similar development to Belgium under a Home Government.

26884. Do you think it possible we can ever have a similar development of this country to anything like the extent to which Belgium has been developed?—Decidedly. Let us have such a body controlling the development of the country as existed from 1782 to 1795-6, and it would soon be developed.

26885. It might have been so if that Parliament had continued, but is it possible, starting handicapped in the race of life as this country now is, with regard especially to great industries, is it possible this country could ever attain to the same headway as other countries have in our time, in one generation?—Well, you see, this is how we start. We are suffering at the present moment from a great many disadvantages, which are the result of a handicap being put

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upon us for the last 200 or 300 years. The English Government deliberately crushed out all such industries as were supposed to in any way rival English ones. These were most iniquitous Acts. I should like to refer you to a book, the second edition, by Miss Murray, in reference to the financial wrongs done to Ireland by England. She is not a bit of a politician, but an English lady, and the authorities quoted show that she has made great research into the subject. You will find what I have stated is an opinion fully justified.

Past action of the English Government in crushing out Irish industries that rivalled those of England.

26886. I quite recognise that. It is not in dispute. My only point is, whether, in one generation, or in the next generation, you think we might have that development?—I think development cannot be attained in one generation, nor three generations. It took England 200 or 300 years of protection to reach that point at which she could do without it. She then did away with protection, and did away with protection for Ireland, whether benefiting Ireland or not she did not care a straw. As a matter of fact it did not benefit Ireland, but the reverse.

An appreciable reduction in rates and fares impossible under the existing system of Irish railway administration.

26887. Generally, you are satisfied that under the existing system of Irish railway administration, where the railways of this country are in the hands of shareholders, who want a return for their money, it is impossible to make such a reduction of charges as will appreciably affect the transit conditions of the country?—I do, and I would refer you again to a report, the supplementary report of the Commission succeeding the Devonshire one. It contemplated a large reduction, *viz.*, the adoption of the Belgian scale, and stated that if this reduction were brought about, whilst the companies, for ten or eleven years, would not pay, the gross earnings would show a decrease; still at the end of twelve years you would begin to have a profit in the twelfth year of £50,000—after payment of working charges, cost of increased accommodation, and additional rolling stock, and interest on all capital previously advanced—and in the thirteenth year £90,000. During these twelve years the general public would have paid twelve millions less in general freights and charges than under the then (1867) existing charges.

Chairman.—I think you are wandering from the question put by Colonel Poë.

26888. *Colonel Hutcheson Poë.*—I think you say that under the present system you could not make a reduction?—No.

26889. *Chairman.*—You don't expect railways to fast. The shareholders must get their dividends?—No. They must be paid.

Average dividends practically uniform for Great Britain and Ireland.

26890. That is quite fair?—They are doing their best in the management—doing their best for making a three or four per cent. dividend.

26891. They make the best dividend they can?—That they can; and they repudiate any philanthropy about it at all. They want to make as much as they can.

26892. *Colonel Hutcheson Poë.*—They don't make an extravagant return at the present time?—No. Still it is a considerable return. It is higher than the English return or the Scottish return.

26893. Very slightly?—Slightly higher.

26893A. *Mr. Acworth.*—If you take off nominal additions it is practically the same.

26894. *Chairman.*—Yes, if you take off nominal conditions it is practically the same?—(*Witness*).—I have the exact figures.

26894A. Oh, we have got the figures.

Proposed method of capitalising Irish Railway Preference Stock in the event of State purchase.

26895. *Colonel Hutcheson Poë.*—I did not propose to ask you any questions about the tables submitted, as to the figures as to the capitalisation of the Irish securities, but I have to ask one question. It is with reference to the Preference Securities, which are £6,228,870. You take off 10 per cent., and you assume that £4,917,247 will practically give you the same income as you are getting at present on these securities, less 10 per cent. I think there must be some error. If you look you will see that the present yield of the Preference Stock of Irish Railways on the £6,228,870 is really £213,881. The figure you have taken, the capital value of the new stock, £4,917,000, at 3½ per cent. would give £172,000 only; in other words, the Preference Shareholders would lose £41,778 per year, and I put it to you that in the Preference Stock of that six millions, there is Great Northern £1,320,000, Great Southern £1,184,000, Midland, £1,300,000, Belfast and Northern Counties £521,000, and Lough Swilly £50,000?—Look, please, at the Midland Preference Shares there. It is given in the same table. It is paying 2·5 interest.

26896. It is the Midland Preference, the old Northern Counties, that is the difference?—I am just going to explain to you how it is. I am afraid—I have made up these figures myself—and if you put the Midland Preference Shares along with the Preference Shares generally——

26897. That would not be fair?—In the computation of the percentages by the compiler 3·07 was the average, I think, both included.

26898. I see what you mean. "Including Midland Preference, and"——?—And I did not include it.

26899. You could not include it. It would not be fair to include it. It is Debenture Stock to all intents and purposes?—You have it there, £3,875,252.

26900. You will find the Midland Shareholders getting on their legs if you propose to reduce it?—I have proposed that. I must misunderstand you.

26901. *Chairman.*—I am sure you would not suggest that any security should be included, whatever the ultimate result might be to the railways, that their income should be reduced?—I did not recommend that for first-class securities.

26902. *Colonel Hutcheson Poë.*—I only wanted to go into the matter with a view to clearing up the question. There must be some inaccuracy in compiling the table?—Where the possible inaccuracy has arisen I am trying to explain. In this way I made up that Preference table. I did not know at first how to analyse the Midland capital. Later I came to know the Midland had £3,875,252 of Preference Stock and £1,344,483 Debentures.

26903. Oh, I beg your pardon; did you not include that under your second class securities? Midland Debentures and Preference are both really in the nature of a Debenture Stock?—I see that abstract was sent in on Monday last.

26904. I am quoting from your last abstract?—That is No. 2, Midland Debentures.

26905. Are Preference the same?—No; drop out that. That is a mistake. It is on in No. 6.

26906. Taking your own figures, there is this six millions capital value, and out of that six millions there is five millions paying interest. The Preference of the Midland, you acknowledge, is over three millions, in fact, nearly four millions?—Yes.

26906A. You would have to add that?—No, you would not; excuse me. I give it separately. It is No. 6.

26907. Preference Stock, excluding Northern Counties or Midland Preference Stock, £6,228,800. Then you go on to give the Midland Preference, and it is three millions?—Quite so.

26908. And then?—And then, in No. 6, you give the people who have Midland Preference Stock their present income, less 10 per cent.; that will mean in the new 3½ per cent. Irish Railway Stock £2,491,233, and that will yield the percentage.

Examined by Mr. Acworth.

26909. You have quoted, Father Meehan, with approval, what I said a great many years ago about the light railways in Belgium being under central control?—Yes.

26910. I don't know whether you heard Father Gray. He was anxious that this particular little Cavan and Leitrim Railway should be under local directors appointed by persons who paid the guarantee?—I agree with him so far that that would be an improvement on the present system. I should like to point out that Father Gray did not mention that it is a most anomalous thing to see directors selected from guaranteed shareholders. You have not that in any Corporation in the United Kingdom.

26911. I agree. I want to take the second point. You do not think it might be better than the present, which is not an ideal system, to manage a little local system by local people?—No, it is not an ideal system.

26912. You seem to have sanguine views that if Leitrim could get enough railways it would become a rich district?—Yes. The farming classes would be much benefited, whilst the mining industry would be greatly developed.

26913. Father Gray told us the farmers could not possibly pay their rent unless they received help from their children in America?—I perfectly agree with him, but I am afraid you are losing sight of the fact that if we had railways in Leitrim the gigantic mineral area would be developed. It is teeming with minerals of every description. You will not get

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better iron ore in the United Kingdom. In my time there were several companies who would have come there and developed it, but that there was no railway communication.

26914. I understand you to say this, that you do not think it is good commercial business to put a large quantity of money into Leitrim to develop agriculture, but that you think the mining industries might be developed. Is that your view?—Not precisely. As in Belgium, the poorer districts should get the first chance. Even for the sake of agriculture, Leitrim has a claim for development. This just exactly bears upon the point—the amount of present loss due to the fact that there is no railway in the particular district that I am attached to.

26915. I agree. You would be better off if you got one railway?—Yes. This will satisfy you. I make out the annual loss to the district is £23,716, made up in this way——

26916. Let me assume that the figures will bear the closest cross-examination. Your district would be £23,000 a year richer if you had certain railways?—Yes.

26917. Supposing that a railway to suit you were made at a cost of, let us say, £900,000. That would cost more than £23,000 a year for interest on the money?—Yes, I presume it would.*

26918. Would it be reasonable that the United Kingdom, or Ireland, or anybody else should spend, say, £40,000 a year in order to make Leitrim £23,000 richer?—You have first the £23,000 at the present time, but in six or ten years' time that figure would be increased to £30,000; and sixty years hence it might be doubled. On that principle I think it would be reasonable. The Government should do for this country what other Governments did for their countries. For instance, France made railways that did not pay, not strategical, but purely beneficial ones. If we had a Government, as good as even the French Government, it would have made railways in these districts. Then we should not forget the advantage accruing to the trunk line. According to yourself, and you prove it well, for every £1 gross a branch line carries it contributes 28s. net to the line it joins.

26919. Have you ever looked at the map of the Scotch railways?—Yes.

26920. Are they not infinitely worse off in the Highlands of Scotland than they are in the western districts of Ireland—is the West of Ireland not immensely better served than the corresponding area in Scotland?—I do not really know, but there are reasons to be taken into account in connection with this. You would want to see the population of the Highland districts as compared with the Western population of Ireland. In the Highlands the population is very sparse, whereas the West of Ireland simply teems with people. The Government has contributed largely, too, to the making of railways in the Highlands of Scotland.

26921. You gave us a reason why Irish railways ought to charge low fares compared with English railways, that the Irish railways only cost £10,000 a mile and the English railways £60,000 a mile. Isn't it universal experience that the low fares are always found on the expensive railways and the high fares on the cheap railways—do you know that?—It is scarcely fair to compare these, because you are going to compare the extremely expensive railways round about the cities with the railways in the country. As a matter of fact, leaving out the workmen's trains, the fares are practically the same all over England, 1*d.* a mile third class.

26922. Suppose you have got the North-Western main line worth £100,000 a mile, and you have got the Midland Great Western line of Ireland worth £10,000 a mile, you will find all over the world that a line like the North Western can afford to charge lower rates than a line like the Midland Great Western?—Of course that is owing to the extra amount of traffic. Initially they could afford it; now they cannot.

26923. Yes, because it gets such a large amount of traffic, so that we ought to expect the Irish fares to be higher?—But when you make all due allowance for that, there will still remain a residuum of blame for the way we are over-managed here in Ireland, and so on.

26923A. Is the traffic small because the rates are high?—That is the radical question for this Commission.

26924. We will not go into the whole question of management. I see you have gone into the question of the Belgian Railways a good deal. You must be aware that a common and pretty well accepted criticism of the Belgian railways is that their service is very old-fashioned and inefficient?—I do not agree.

26925. Have you not seen a great deal of criticism to that effect?—I saw something stated about their being slow, but certainly as compared with the Irish railways they are neither old-fashioned nor slow. I know them myself.

26926. Has your notice been drawn to complaints that their workmen are overworked and underpaid?—I hardly think their complaints are quite as loud as the complaints about the English railways at the present time.

26927. Just one other thing. You are very clear that you want pure, undiluted Irish management?—Yes.

26928. Is Ireland going to take the whole responsibility, or do you want English help in reference to finding the capital or guaranteeing the capital; or are you prepared to take the whole burthen on your own shoulders?—My own impression is that Ireland is prepared to take the whole burthen on her own shoulders.

26929. Asking England for nothing?—Yes, asking the Government of the United Kingdom for nothing, and I think it would be most for the benefit of the country.

26930. Then, having got the railways into the hands of an Irish body, you think one way the authority ought to be exercised would be by encouraging, by specially low export rates, the development of the farming industry?—Yes.

26931. By helping the Irish farmer to compete with the English farmer and drive him out of the English market?—Let the English railways do as they like with the English farmers. As a matter of fact on the English railways at the present time farm produce is being run at very low rates.

26932. But you would say, give the Irish farm produce an advantage in England that he has not at the present time?—Yes.

26933. *Chairman.*—I think you mean that you would have a lower rate from an inland town to a port for export traffic than you would have from some inland town to the port if the traffic remained in the port—it should be lower for export than for the local rate. Is that what you mean?—Yes, exactly.

26934. It must be lower than the local rate?—Than the existing through rate. It is lower than the local rate at the present time.

26935. *Mr Acworth.*—You want it to be still lower?—I want it to be so low that we shall be able to compete with the Canadian, and particularly with the Dane on an equal footing.

26936. And the Englishman?—The Englishman does not so directly come into competition with the Irishman there.

26936A. *Chairman.*—I think the witness is quite right.

26937. *Mr. Acworth.*—Let us put it this way. Say you have to pay 40*s.* for butter to Manchester, and you want it down to 30*s.* if you can get it. Would you use your power also to protect Irish manufactures by keeping up the rates on stuff coming into Ireland from England that you thought you could manufacture yourselves?—Yes. They are comparatively low enough as it is.

26938. You would be protecting yourselves against England?—Yes, in the matter of manufactures, if you call that protection, merely maintaining the present low import rates.

26939. Could you expect England to take that lying down—What do you expect England would do?—I think, supposing England would do anything, while Ireland would suffer for a little while, it would eventually turn out for the benefit of Ireland. The same thing happened once when England prohibited the cattle traffic and did not allow the wool to go anywhere except to England, and put prohibitive duties

The prevalence of low fares on expensive railways and high fares on cheaply-constructed lines the radical question for the Commission.

The Belgian railway system approved.

The management of the Irish railways by a purely Irish body advocated.

The ability of Ireland to provide the capital for the purchase of the railways.

The necessity for low export rates to help the Irish producers to fight foreign competition.

The possibility of any system of protection of Irish manufactures leading to retaliation by England.

* The line advocated, Arigna to Dromahair, would be 16 miles in length. Competent engineers have estimated its cost broad gauge, at £7,000 per mile, or £112,000 in all. The interest on this at 4 per cent. would barely amount to £4,480 a year.

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The possibility of any system of protection of Irish manufactures leading to retaliation by England.—*con.*

on its going into England. That resulted in the birth of our Irish woollen manufactures, which were successful for a long time until England came along again and crushed them.

26940. *Chairman.*—When was that?—About the year 1673.*

26940A. *Chairman.*—That is going rather back.

26941. *Mr. Acworth.*—Then the Act prohibiting the import of wool was in the end of the 18th century?—Yes, somewhere about that. Seeing then what has been the result in the past, I think England certainly ought to leave Ireland alone, ought no more to interfere with Ireland than with Canada or with Denmark in any way. England ought to recognise that the country has gone so far back mainly through her own acts, she ought to give it a chance at last. Hence, I think it would be a little unreasonable to have any retaliation even under the circumstances you have foreshadowed.

26942. Supposing England were not to take it in quite as quiet a manner as you think they ought to do, which do you think would get the better of it in an economic fight, the big country or the little?—While I believe Ireland would suffer in the immediate future, it would eventually result in a very great gain for Ireland.

Only fair rates (through and internal) for Ireland demanded.

26943. Even supposing they put prohibitive rates on Irish produce coming into England?—Of course in Ireland what we want is something that would be fair, to be put on a fair level with England, but when the through rates are at the present time of this nature that it is cheaper to send goods, say, from Manchester into the heart of Ireland than it is to send goods from one part of Ireland to another, that is where the shoe pinches.

26944. You see you have got to face this. You believe that the great export of Ireland is agricultural produce?—Yes, at the present time.

26945. Practically your sole market is the United Kingdom?—Yes.

26946. On the other hand, England has got all the strings to her bow of the whole Continent of Europe, Australia, Canada and New Zealand. We can better afford to quarrel with you than you can afford to quarrel with us in the produce rates.

26946A. *Chairman.*—I really think this is carrying it too far.

26947. *Mr. Sexton.*—Oh, if they liked they could drive us into the sea.

26947A. *Mr. Acworth.*—I won't ask any more. I have got all I want.

Witness.—I do not think they could do anything worse than they did in the past, when they crushed out Irish manufacture and Irish industries. They even crushed out Irish produce. It had to go to the Continent and everywhere else. They prohibited Ireland, sending its produce to the Colonies. They shut that market too against us. They then described us as a lazy, thriftless, unenterprising pack, adding insult to injury.

Examined by Mr. SEXTON.

26948. You handed in a memorandum in support of your evidence as to the egg trade, which you show to be nearly as important now as the trade in butter?—Yes.

26948A. Have you prepared any other memoranda in support of your general conclusions?—Yes. I have here a memorandum which establishes this fact, that of all the people in the world the shareholders of the Irish railways should be the most ready to welcome any change which would take them out of their present dangers, because their shares are going down very rapidly in value, and there is no prospect of any rise.

26949. You think that, looking to the value of Irish railway securities, the Irish railway shareholders would be fortunate if they were able to transact a sale to the public upon the general basis of present values?—Decidedly.

26950. Will you hand in that memorandum?—Certainly.

26951. I understand you have also a memorandum exhibiting possible economies in the general charges, and another summarising the economic and other reasons for holding that there would be great public benefits arising from a united system?—Yes.

(*Both Documents as set out below handed in.*)

Memorandum *re* proposed terms of purchase of Irish railways.

PROPOSED TERMS OF PURCHASE OF RAILWAYS.

TABLE A.†

Table showing present capital converted into proposed New 3½ per Cent. Irish Railway Stock.

PRESENT CAPITAL.—31st Dec., 1905.		Average Interest.	New 3½ per Cent. Irish Railway Stock.		
1ST CLASS SECURITIES—	£			£	
(1) Debentures, ...	10,904,485	3·79 =	(1)	13,263,882	In all these the same income results, besides the better security.
(2) Midland Debentures, ...	1,344,483				
(3) Guaranteed Stock, ...	6,009,129	4·12 =	(2)	7,073,603	
(4) Loans, ...	305,983	4·07 =	(3)	355,814	
2ND CLASS SECURITIES—					
(5) Preference, ...	6,228,870	3·07 =	(4)	7,976,482	10 per cent. has been, before conversion, deducted from the Capital as an equivalent for the better security.
(6) Midland Preference, ...	3,875,252				
3RD CLASS SECURITY—					
(7) Ordinary Capital, ...	14,956,788	3·98 =	(5)	13,461,109	The same deduction and moreover interest lowered by ·48 per cent. to make up for the much increased security.
	£43,624,991	—		£42,461,109	

Present Total Net Receipts, ... £1,581,801. Total Interest on Conversion, ... £1,474,581.

Difference, ... £107,220.

* The correct date is 1663. A still more stringent Cattle Act was passed in 1666. By it all "great cattle," sheep and swine, and also all beef, pork and bacon imported from Ireland into England were rejected, as their importation was "destructive of the welfare of the Kingdom" and "a public nuisance."

The English Act of 1543 was, I think, the first of those prohibiting raw wool. It was reinforced, as above indicated, by two separate Acts passed in 1660. The ensuing woollen industry was at length destroyed by the Act of 1698, strengthened by a more rigorous Act the succeeding year. The Irish weavers emigrated to Holland, France, Spain, and Portugal. These are but a tithe of the drastic Acts, the outcome of a deliberate policy, suppressing Irish trade.

† See Appendix No. 9 for a similar table based on the later and simpler returns for 1906 recently issued.

On this table of figures I beg to make the following observations:—

(*a*) In the First Class Securities there is no advantage whatever obtained by the conversion or substitution. By an ordinary corporation or individual loans and debentures are invariably paid off as soon as possible—if it suits. Assuming nothing against it, these could all be got rid of by 3½ per cent. money. The additional saving would be:—

(1.)	£10,904,485 × ·29	per cent.	= £31,623	(A.)*
(2.)	£1,344,483 × ·29	per cent.	= £3,899	(A.)*
(4.)	£305,983 × ·57	per cent.	= £1,744	(B.)†
		Total annual Gain	= £37,266	

* (A.) *i.e.*, 3·79 per cent.—3·5 per cent = ·29 per cent.

† (B.) *i.e.*, 4·07 per cent.—3·5 per cent. = ·57 per cent.

Now, the Devonshire Supplementary Commission reported in 1868 "saving by placing the Debenture capital on a uniform rate of interest under Government guarantee £88,000 per annum" (p. 47). As the Debenture capital has in forty years enormously increased, provided the conditions prevailing in 1868, on which the conclusion was based, generally obtained to-day, this saving might now, I think, be estimated at about £150,000. However, as Sir G. Findlay surmised in 1885, the opportunity for this economy, like many another good opportunity presented to the Government, is now gone by. Redeemable Debentures have been long since converted into Stock and into Perpetual Debentures. On this new footing they cannot, I fear, be dealt with otherwise than on the lines indicated. The Devonshire Commission turned out, after all the sittings, an addled egg.

(*b.*) The suggested rate of interest—3½ per cent.—is high. Mere Irish 3½ per Cent. Trustee Corporation Stocks are at the present time oscillating but a very little on either side of par. Last year, for instance, in Belfasts, the fourth issue of £449,940 redeemable in 1928, varied between 101⅝ and 99½, the sixth issue of £370,510, redeemable 1915-55, between 101⅝ and 100¼; Cork Corporation Stock, notwithstanding the drawback of being a smaller amount, £162,300, and its lottery condition of redemption by drawings, during the same year, was never lower than 99¼, and was as high as 101. Contrasting these with the proposed Irish Railway Stock yielding the self-same interest, there would be four or five important financial facts in the latter's favour. Firstly, the immensely larger amount, over forty-two millions. Secondly, its stability and unredeemable character, not even a sinking fund affecting it. (No railway in the United Kingdom or the United States, it should be noted, has a sinking fund. Quite the contrary. Last half-year the Great Southern and Western added £63,551 to its capital account; the Great Northern, excluding subscriptions for new lines, £40,862. And so it goes on from half-year to half-year—no attractive spectacle to the ordinary shareholders.) Thirdly, the smallness of the amount that might be expected to be offered for subscription to the general public. Fourthly, the immeasurably better security.

Corporation Stocks are as an index to the credit of the towns. The credit of country as well as of town is yet good. A single fact will test it, the price of Baronial Guaranteed Light Railway Shares. Even though two-thirds of the working companies do not pay their working expenses, yet the shares will be found to be a long way above par. Cavan and Leitrim Railway Shares, for instance, are scarcely obtainable under 40 per cent. premium. They seldom can be had at all. They were no lower in 1906 than in 1901. Yet its Leitrim peasant guarantors are among the poorest of the poor in Ireland, living for the most part in scheduled congested areas.

In view of these facts it becomes a question for experts in the money market whether theoretically the whole forty-two millions could not be floated at 3¼ per cent. But it must be remarked, offering it at any higher or lower rate of interest than 3½ per cent. would make no material change in the figures of the net annual gain given above. Later, however, when, as is likely, money becomes cheaper, a still further advance could be made. As the Government floated a 2½ per cent. loan, and with it bought out its 3 or 3½ per cent. creditors, and so had brought, step by step, the interest down from 6 per cent., so when confidence would have become secured by experience and by a wider diffusion of knowledge, a loan on a 3¼ per cent. or possibly 3 per cent. basis could be effected by the same authorities that would have made the first. Every quarter per cent. taken off would mean a further annual reduction of £105,327. At the present time in Irish saving banks and Irish Joint Stock banks there is a large amount of money invested yielding only from 1 to 2 or 2½ per cent. According to Lord Dunraven the total amount so lying practically idle has been estimated at about £60,000,000. As good security as that of any Irish bank is here forthcoming. It would evidently be good statesmanship to make as many people as possible interested in the peace and prosperity of the country.

(*c.*) Number 7 in the above table seems almost the only item which can give rise to any serious difference of opinion. The arithmetical computation on which the named average rates of interest in "Railway Returns" (p. xxxiv.), is based, would imply totally wiping out the owners of the present non-productive railway capital. They hold £1,682,678 Ordinary Capital and £1,213,750 made up of Loans, Debentures, Preference and Guaranteed. For all this they would receive no equivalent in the above suggested new Irish Railway Stock.

Rate of interest for new stock li suggested by Mr Crossley, an Irish railway director.

On the other hand, an Irish railway director, Mr. Crossley, writing in the *Freeman* in the beginning of last year (February 5th, 1906), suggested that in 2½ per Cent. Government Stock the first-named class of security might merely be cut down by three-fourths, all the latter classes by one-half. (This is exactly Findlay's thought, though he states each case would have to be adjudged on its merits). No doubt this would more readily meet with the approval of the present owners. But what one must look to is what is fair and right.

Now, it is evident that all this capital has no present value. Looking to the sinking in Stock Exchange quotations of railway securities in past years as well as to their uninviting prospects, under existing railway conditions in Ireland, in the future it is equally manifest it cannot be expected to become of value. Much of it, too, may have exchanged hands at a very low figure—purchased as a speculation. Holders of such cannot complain if it be irrevocably blotted out. Millions, for instance, have been lost, as well as gained, on South Australian Gold Mines. If South Australia purposed acquiring itself and closing up all its mines it would be childish to dream of proposing that it should pay 10 per cent. or even one per cent. for £100 shares that never paid a penny of genuine interest, and that could not be expected to pay a penny in a blue moon. There would be no appeal *ad misericordiam*. This case seems on all fours with the Irish railway case above mentioned.

Irish railway guarantors.

(*d.*) There is one ignored class of claims which seem at least as good, *viz.*, that of Railway Guarantors. Here and there through Ireland these gentlemen pledged themselves to certain obligations in certain contingencies which they were invariably induced to believe were very remote. They did so on the express condition that should they ever have to meet these obligations they would have a lien on the railway's future profits for a refund of every penny. Thus the assistance given was to all intents and purposes a loan. It seems, therefore, quite as equitable to suggest that the full amount of these loans still due—in the case of Sligo and Leitrim Railway Guarantors it is £65,000; in the case of the Leitrim Guarantors of the Cavan and Leitrim Railway it is, up to 1906, £97,475*—should be represented by 50 per cent. of the sum total in the Irish stock to be created. Certainly if one is not to be confiscated neither should the other.

* From Appendices to Reports of Commissioners of Public Works, 59th to 74th, both included.

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Rev. Joseph Meehan, C.C., representative of the Leitrim County Council.

Memorandum *re* proposed terms of purchase of Irish railways —*con.*

If any value is to be set on Irish railway dead capital against its mere possession I should not advocate anything higher than the following:—

TABLE B.

Table showing present Irish railway capital paying no dividend and its equivalent in new 3½ per Cent. Stock.

Irish Railway Capital paying no Dividend.		Allowed.	Equivalent New Irish Railway 3½ per Cent. Stock.
	£	Per Cent.	£
(1) Loans and Debentures, ...	68,100	10	6,810
(2) Preference and Guaranteed, ...	1,145,650	„	114,565
(3) Ordinary, ...	1,682,678	5	84,133
Total, ...	2,896,425	—	205,508
(4) Amounts paid up by Railway Guarantors (say), ...	200,000	10	20,000
Total, ...	3,096,425	—	225,508
Interest in 3½ per Cent., = £7,892			

(*c.*) Of the non-paying capital opposite Number 1 above, except the small amount of £300 debited to the Dublin and Kingstown, the pioneer line, which used in the eighties to pay 9½ on its Ordinary shares, all is shown against one railway. Making the suggested exchange would mean an approach towards having this present dead capital yield the same rate (1½ per cent.) that £78,981 of its similar capital has only been able to return. It could scarcely, therefore, be regarded as a bad exchange.

Of loan capital there is but this £78,981 yielding a dividend not above 2 per cent.

Of preferential and guaranteed there is none—the amount in Table B always excepted—yielding less than 3 per cent., and but £231,344 yielding so little, 88·8 per cent. of it shows a dividend of from 4 to 6 per cent.

Finally, of Ordinary stock there is but the insignificant amount of £114,114 whose annual return is not above 2 per cent.

It is accordingly apparent on this analysis that the task of conversion would be easy, and that there is room for very little reclamation. No one is harmed. Exchange of shaky for a sound investment would scarcely be refused by anybody. The security, that of the amalgamated lines themselves and of the whole of the rateable property of Ireland—about £15,000,000 in value—is immeasurably superior to that of the best existing Irish or English railway security.

Putting the gross interests shown in Tables A and B together it will be seen that the approximate saving effected works out as follows:—

As the net receipts since 1896 (omitting the exceptionally bad year, 1901) have not varied £100,000 between highest and lowest, and as the net receipts for 1905, as given in the last issued "Railway Returns," are about the average, they may fairly be taken for purposes of comparison.

TABLE C.

Comparison of average net receipts with interest payable on proposed new stock.

Net receipts, 1905,		£1,581,801
Interest, Table A.,	£1,474,581	= £1,484,473
„ „ B.,	7,892	
Saving per year =		£99,328

MEMORANDUM ON THE PRESENT POSITION OF IRISH RAILWAY SECURITIES.

Memorandum on Irish Railway Securities.

The conviction seems inevitable that Irish railway shareholders should be the part of the community most anxious for nationalisation, or for any re-arrangement that would help them step out of their present dangers. The expenses of working are going up every year, receipts but a little. In Ireland, working expenditure in 1899, equalled 54 per cent. of gross receipts; in 1905, 62 per cent. It is an open secret that some railways have to exert themselves to their uttermost and beyond it to stave off the destruction of their Preference capital as a Trustee security. Under present conditions the inevitable must happen sooner or later, and then there is not an unlikelihood of a *sauve qui peut* stampede among the ordinary shareholders.

The distinct discussion of matters of more public notoriety cannot injure any investment. Looking to the three largest and most promising of our railways, the three whose annual receipts from all sources exceed £1,000,000—for the general principle at once emerges from an examination of the authoritative returns that the bigger the railway the better its chance—the rapidity of the fall in the market price of the shares for the past seven years is a matter of the gravest moment. I beg to present it.

ORDINARY STOCK.

Great Northern Railway.	Highest Price.	Lowest Price.	Latest Price—Its yield per Cent.
	£	£	£ £ s. d.
1899, ...	180½	160¼	(August 28th.)
1906, ...	159½	145	145 ... 4 9 9
Decline, ...	= 21	15¼	(October 10th.)
1907, ...	154	142⅝	142 ... 4 11 7
(Therefore still descending.)			

Midland Great Western Railway.	Highest Price.	Lowest Price.	Latest Price—Yield per Cent.
	£	£	£ £ s. d.
1899, ...	110⅛	100	(August 28th).
1906, ...	70	55	59 ... 5 1 9
Decline, ...	= 40⅛	45	(October 10th.)
1907, ...	64½	59½	55½ ... 5 8 1
(*i.e.*—It seems still on the down grade.)			

Great Southern & Western Railway.	Highest Price.	Lowest Price.	Latest Price—Yield per Cent.
	£	£	£ £ s. d.
1899, ...	138½	125¼	(August 28th)
1906, ...	89⅞	80	84½ ... 5 0 6
Decline, ...	=48⅝	45¼	(10th October.)
1907, ...	89¾	82¼	82⅞ .. 5 2 7

This table needs no comment. If £4 11*s.* 7*d.* per cent. in the Great Northern and over £5 per cent. in each of the other two can scarcely tempt capitalists, it is obvious that public confidence is going or gone. Ordinary Shares are the best test of an investor's opinion.

It is true that a great many Government securities from 2½ per Cent. Consols to 2⅞ per cent. Guaranteed Land Stock have also shrunk in price. Whether there be sufficient causes operating to lower them is a question mainly for politicians. It is beyond question, at all events, as one of them, that money has become dearer, and its earning power greater. But this fact falls a long way short of accounting for such "slumps" as from 180½ to 142, or from 110⅛ to 55½.

To get very roughly at the portion of the "slump" due to the appreciation of the price of money seems not impossible. Assuming that the total fall in Irish Railway Guaranteed Shares within the same period is exclusively on account of this factor (though many other causes are operating), we may arrive at

it. Now, Cavan and Leitrim Railway Guaranteed £5 Shares, for example, sank from 7 11-16 (highest price, 1899) to 6⅝ (lowest price, 1906), *i.e.*, by a total of 1 1-16. The corresponding fall in £100 shares would be 21¼. Similarly, taking highest and lowest within the same period, Great Northern Shares sank, as we have just seen, 35½; Midland Great Western, 55⅛; and Great Southern and Western, 58½. Consequently, on the above supposition (which is altogether too favourable to them) there is a net residual loss in those three railways respectively of 14¼, 33⅞, and 37¼, which is to be set down to causes other than the present dearness of money.

Any other method of comparing these figures will be found to bring about equally disturbing results.

Preference and Debenture Stock are dropping in price in sympathy with the ordinary Stock. It is a "slump" all round in Irish railway investments. English railway capital is, too, falling naturally, I admit, but at a comparatively slow pace. The price of shares or of stock is the best index of the investor's forecast. Than this opinion nothing better can, I think, be obtained. Neither politics nor philanthropy interfere with his judgment. His estimate of the future of the country is, in the end, the main basis on which he forms it. In the opinion, therefore, of those hardheaded business men there is, under existing conditions, but a blue look-out for prosperity in the country in general or in our railway systems in particular.

If the foregoing statements cannot be overturned, a necessary conclusion follows. Should it be proposed that Irish railroad capital of every description be taken over at its present market quotation every shareholder should jump at the offer and have no Falstaffian talk about "compulsion." The security that his present capital would not further ooze and melt away before his eyes, should prove glad tidings to him and fully compensate for the compulsion. Any makebelieve reluctance would, I am convinced, be the mere outcome of the barterer's instincts.

Memorandum on Possible Economies by United Working.

Since the Act of 1867 railway book-keeping, under the direction of the Board of Trade, has the same features in all companies. Under the heading "General Charges" are arranged in a stereotyped order substantially the same items. First invariably comes:—

Directors' Fees.

Railway.	Number of Directors.	Total Fees per year.
(*a.*) Great Northern,	12	£4,000
(*b.*) M. G. W.,	7	£3,000
(*c.*) G. S. and W.	12	£5,000

and so on for most of the 41 or 42 registered railway corporations or the two dozen working companies, with their battalion of directors, 300 or so strong. Every little midget railway in Ireland is in its management a replica of the London and North-Western. The microscopic Listowel and Ballybunion line, of nine miles, for instance, has, I make no doubt, a Board of Directors as well as the best of them, to apportion out its £2,300 or so annual turnover. The liliputian Clogher Valley Company certainly enjoys the guidance of sixteen of these gentlemen, or one to every £500 of its gross receipts. The Midland of England has one to about every £1,000,000 gross receipts, and they are said to all work, *i.e.*, in the main they attend the monthly meetings fairly regularly and do some talking.

We do not assume that the whole regiment of Irish directors are each as well remunerated as the thirty-one of them above specified. The latter get £12,000 between them, an average of almost £400 each. But with these figures and also the gross receipts for each of those companies, and for all Irish railway companies, before us, on the somewhat bold assumption that the emoluments bear some kind of proportion to these returns, if we shirk the trouble of finding it out exactly, it will be, at all events, a good deal more than a guess to put down £20,000 a year as the total for fees* and free passes. This, I submit, is a wasteful and useless expenditure. Even a very friendly railway witness in 1885, Sir G. Findlay (Q. 11031), gave the seemingly humorous reply "that it is not a waste of money, because the Irish directors do not do a great deal." "It seems to me monstrous," declared Lord Inchiquin, himself one time a director, "that there should be so many Boards and Directors."† Another Director of vastly greater experience and whose name and honesty commanded the highest respect in Ireland, was equally emphatic. "On the face of it," he averred, "it is absurd, and so absurd that I think it is one of the great causes of the mismanagement of the Irish railways and the want of dividend earning."‡ The gross receipts of the Midland (England) for 1905 amounted to £12,435,636; the directorate cost £9,000. Did the Great Northern's directors remunerate themselves on the same scale they would have, not £4,000, but less than £750—not each, but to distribute between the whole twelve of them. On the same sufficiently liberal basis of wealthy England, merely amalgamate the Irish railways, and the united companies' directors' fees *in toto* would not fully reach the amount appropriated by the Midland Great Western's high officials —£3,000 a year. The change suggested would imply their total wiping out. This, besides the unhampering of guidance, which must be pottering about to show it is doing something, would mean a direct saving of the £20,000 a year mentioned, or capitalised at the rate of interest indicated for the purchase, a gross saving of £571,428. There is hardly anybody in Ireland but recognises that the directors are mainly or almost entirely ornamental. It is the managers that rule and guide the ships.

Memorandum on possible economies by unified working.

Auditing of accounts.

Again, the auditing of the accounts of the three main Irish companies named costs £600 a year. Auditing for the remaining twenty-one working companies (or, I believe, twenty now, since the extinction of the Donegal company), can scarcely cost less than another £1,000. If unified the audit of the whole of them would be immensely easier. On the basis of the Midland it should not mean an outlay of £500 a year. Here is an opportunity for a clear annual saving of about another £1,000, and no treading upon anybody's toes. In proportion to its gross receipts the auditing of the little Cavan and Leitrim Railway costs 65 times as much as either the Midland of England or of Ireland.

Clearing House expenses.

Further, Irish Clearing House expenses might, I think, in the new order of things be reduced by 90 per cent., *i.e.*, by £10,000 a year; the ninety-five secretaries cut down to half-a-dozen; office and advertising expenses readily pulled down 40 or 50 per cent. without affecting their present efficiency; legal and Parliamentary expenses—in 1905 they totalled £33,715 (a single English railway company is said to have spent £500,000 in nine years under this heading)—almost entirely done away with.

Legal and Parliamentary expenses.

In fact, looking carefully into the items of the "general charges" of such English railways as the Midland or the Great Western, and excising those items that do not appear in our railways at all, the sum total of these charges on a moderate calculation might confidently be expected to be halved, thereby effecting a saving of about £67,500 a year.

This conclusion will be confirmed by examining separately the expenditure of such second-sized British railways as have a volume of traffic almost as small as that of all the Irish railways put together, the Great Central, for instance, or the Great Northern, or the Caledonian or the North British. Indeed, if one places side by side the sum totals of the gross receipts for Scotland and for Ireland, and on the other hand side by side the sum totals of their respective general charges, the statistics suggest the existence of an all round lack of economy under this heading in this country. In 1905, while the gross receipts of Scottish and of Irish railways were respectively £12,491,636 and £4,108,678, *i.e.*, as 3 is to 1, the general charges were respectively, £237,913

* Mr. Balfour Browne gives £18,000 per annum as the total amount of fees, V., Q. 2978.
† Royal Commission on Irish Public Works, Q. 10108.
‡ Royal Commission on Irish Public Works, Q. 19893.

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Memorandum on possible economies by unified working—*con.*

and £135,012, or in the ratio of 2 to 1. Looking back to the returns for past years these ratios are seen to be, roughly speaking, constants. Perhaps, however, this apparent Irish extravagance may be set down to the fact that whereas in Scotland there are but eight corporations all told, the little toy working railways in Ireland roughly just double that number, or, if we take in light railways, exactly treble it. Should this explanation be deemed satisfactory it also goes to support Irish amalgamation. If unsatisfactory the Irish directors, to whom I leave it, may not find it too easy to account for the striking discrepancy.

Under "Expenditure," barely one of the five abstracts of Section 12 has been touched upon, *viz.*, Abstract E. But if one takes up any Irish railway directors' report and goes *seriatim* through the whole five of them, from Abstract A to Abstract E, he will find in each of them and in most items of each large opportunities for retrenchment in a unified system. The economies, instead of lowering, would all make for increased efficiency. Among the more obvious to a layman are the following:—

Management expenses.

Of the twenty-four managers, each with his bunch of clerks and superintendents for this and that, fully a score of them and most of the following of each would no longer be needed. On this subject, Sir George Findlay expressed an opinion which is quite *apropos*, but which, as a quotation, is by this time a bit hackneyed. He also stated in his examination before the Select Committee of Industries (Ireland) (Q. 11032), that there could be no difficulty whatever in managing the whole of the (Irish) railways by one board of directors, one manager, and one locomotive superintendent. We could have no better authority. If this represents the truth of the matter the services of twenty-three managers could be dispensed with, and with them quite as many engineers, and double the number of general superintendents and other high-salaried officials. "The management of such a line as the North-Western or the Midland, or the Great Western," asserted Mr. Grierson, "of course is incomparably more difficult than would be the management of the whole of the Irish railways put together."*

By this I must not be understood to imply any disrespect whatever to these gentlemen. Quite the contrary. In the extremely difficult circumstances in which the managers find themselves, they are, as far as can be made out, doing well. Not even the distinguished railway official just mentioned could, if in the shoes of many of them, do much better. He tried what could be done for Mr. Brassey in the case of the old Irvinestown to Ballyshannon Railway of 37 miles, and had to confess himself beaten. A few thousand per annum was all it returned on the immense outlay of "£300,000 in hard sovereigns" for twenty years. The end and object of the railway corporations in this country is to make money. They are business companies pure and simple, gathering gear by every means justified by the railway rate-book, and they would rather repudiate a taint of philanthropy. That policy the railway managers faithfully carry out. The goal before their eyes from January to June and June to December is the dividend at the half-year's end. That dividend is the measure of their success. With the population rapidly sinking, farming industries, our sole reliance, hard hit by foreign competition, and scarcely paying, and labour becoming organised and dearer, it is with the best of them one continued strain to keep up the 3 or 4 per cent. With all of them the strain is yearly intensifying. There can be no doubtful experimenting. To foster infant industries by serious concessions, or to so bolster up dying ones might be very wise, might be but as throwing bread upon the waters. But their successors, and not they, would be likely to eat of the returning crusts. This is more directly the duty of the State, and State-owned railways alone will ever effectively perform it. The management of the Irish railways is excellent for its immediate purpose—the extraction of money out of the pockets of the public. If it has not extracted more of it, it is not its fault. And it is to be said in its favour that if Irish railways are in straits, and obliged to live up to high endeavour, so also, as Mr. Acworth testifies, is almost every railway in Great Britain that is mainly depending, as they are, on a rural population. "There is hardly a single company in the United Kingdom," testifies this authority, "dependent solely for its livelihood on the traffic of country districts that is a reasonably profitable undertaking to-day." An equally distinguished railway authority (Grierson) once stated that a district could have no heavier curse than a poor railway. In Ireland we are not blessed; they are practically all poor, and simply fighting for dear life.

Another economic benefit would be that supplies of all kinds, from coal and wagon covers to oil and tallow, could be purchased wholesale, and not, as Mr. Field, M.P., so graphically put it, "in dribs and drabs." "In small railways," according to a director of two of the leading Irish ones, "the charges for getting supplies of iron, coal, and stores are enormous."†

A third saving—As the present rolling stock would be available at any point from Belfast to Bantry where a crush might be anticipated, its utility could be increased perhaps by ten or twenty per cent. This, too, would be a great benefit to the public. They have frequently to complain of shortage of wagons. We might then be saved from the spectacle of the Midland Great Western requesting the date of the great long-established Ballinasloe fair to be changed because it found it difficult to cope with the traffic. Further, repairs could be more cheaply carried out, and all new wagons, vans, trucks, when required, be built in the country. This would be both a benefit in pounds, shillings, and pence to the railways themselves and a benefit to the Irish public by the creation of new industries. All small companies now import their engines and carriages. They cannot do otherwise.

A fourth saving would be putting an end to economic waste in transit. This gain would be very important. Goods and passengers would for the future be at liberty to take the shortest route. Every company now tries all it can to keep its traffic, both of one and the other to itself. If Mayo pigs, for example, bound for England, once get boarding a Great Southern and Western truck, they will have a long circular tour via Limerick, Tipperary, Waterford, and Wexford, on to Milford, instead of turning sensibly at Claremorris or Athenry, and taking the short cut to Dublin. The latter route is less in length by considerably over 100 miles. The tariffs by either way are, owing to Clearance House tactics, about the same, but the actual cost of haulage to the railway company in conveying thus circuitously the animals to Milford, or, perhaps, now to Rosslare (if pigs be allowed that way), approaches double what it would be if they went the first turning to Dublin. Here is a sample of economic waste occurring all over Ireland every day in the week. The G.N. strives to direct its whole volume of traffic to Belfast or Greenore; the M.G.W. to Dublin. The rivals may have the shortest routes, but change to them is so well barred by delays, trans-shipments, new bookings, and by every possible inconvenience that can be thrown in the way, that it is practically impossible to achieve it. Every unnecessary mile travelled means money thrown away. In a unified system the whole procedure would be revolutionised.

Not only might miles be saved, but the expense of many unnecessary trains might be got rid of in toto. For goods for export to England, for example, there is no apparent reason why all the traffic of the West, and even of the North-west, including Leitrim, should not be sent alternately to Athlone or Mullingar as a centre, and again to Collooney as a centre, to go by the present G.N. road. It is a well-known railway maxim that one large train is cheaper than two small ones, each of half the weight. Now the trains are comparatively small. They are also slow, in an effort to cut down expense, and this slowness seriously affects the great bulk of the traffic, which is of a perishable nature. Danish butter and eggs en route to the London markets from Newcastle (272 miles) or Hull (205 miles), were conveyed at the rate of 27 or 28 miles per hour twenty years ago. The Scottish

* Royal Commission on Irish Public Works, Q. 10574.
† Royal Commission on Irish Public Works, Q. 19876.

"Meat and Fish" train went from Carlisle at over 40 miles an hour. No published time tables are available for Irish goods trains—it would be an advantage to the public if they were—but it is safe to say the average speed does not exceed 10 or 12 miles per hour.* Probably in the Western and North Western area catered for by the four railways, the M.G.W., the G.S. and W., the S. and L., and the C. and L. Railways, the expenses of two, or the equivalent of two, 100 mile goods trains per day could be saved by the new and strange perfectly harmonious working necessarily resulting from amalgamation of all roads, and this without decreasing the present facilities.

Now, on the last published railway statistics basis, an Irish train going 100 miles costs $100 \times 33{\cdot}97d.$, or £14 3*s.* 1*d.* On a very moderate calculation, looking to all Ireland, ten such trains might be done without. As in the case of minerals in England, there is a large and constant flow of traffic in no one direction to obstruct this. Ten such trains dropped would mean a curtailment in expenditure of over £141 per day, or of the large amount of £44,019 per year.† If, as seems not improbable, ten more such trains of the many proceeding in the reverse direction—*i.e.*, starting from Dublin, Belfast, Cork, Enniskillen, Lifford, etc., might be omitted, this large amount might be doubled. As to passenger trains, taking it that similar conditions prevail in other districts as obtain in that with which the witness is acquainted, it would seem not unlikely that another ten such trains in all, including "down" and "up" ones, would be un-needed. If so, the amount must be trebled. The annual saving would then reach the respectable sum of £132,057.

On the accuracy of these figures the witness naturally does not overmuch rely. They are at least suggestive. If it were merely allowed that but one train per day would be dropped, then the saving would be £4,401 a year, and £4,401 is a sum by no means to be despised. Further, there would be in any or either case the immense gain of less trans-shipping, and less hauling of half-loaded wagons. Every trans-shipment omitted would be considered by the best railway authorities as good as a shortening of the haulage by twenty miles.

A fifth saving would be effected by the diminution of Junction Expenses.

An example or two will best show the existing extravagance. Collooney is a town—as towns are named in Ireland—of 371 inhabitants. Within about half a mile of each other it has three separate railway stations, owned by three separate railway companies—the S. and L., the M.G.W., and the G.S. and W. Each station has its stationmaster and his three or four subordinates. There is besides a donkey engine, with its driver and "chauffeur," constantly coasting between the three stations, at a joint expense to the three companies of, I have authority for saying, £1,000 a year. It conveys goods, and sometimes passengers, from one station to another. Passengers generally walk, or, if they have a stray sixpence about them, go on a couple of miles further to Ballisodare, by which all trains pass, and then return on their steps. One joint station, one stationmaster, less than half the officials, and no donkey engine should meet all the requirements of the case, and vastly improve the facilities all round.

Again, at Cavan, the G.N. and M.G.W. have a joint terminus. But trans-shipment is practically unavoidable, and each company has its own goods store, with its own stationmaster and his staff of officials, a dozen or so in number. The last but one half-yearly report of the M.G.W. shows an expenditure of £1,087 for goods sidings at this station. At Strabane, too, there are two separate stationmasters, each with his staff of officials. One looks after the Great Northern's interests; the other owes his allegiance to the Midland.

Instances of this kind could be multiplied. British railway companies can quarrel, but though they quarrel they do not always go about coated with their war paint. This morning, here in Dublin, I passed by in Westmoreland-street, the joint office of two English competing companies. I observed the same sensible methods in vogue in Derry, for the L. and N.W. and the L. and Y., and in several towns in England. Companies may fight, but ultimately it is the public that bear the blows and pay the war charges. In Belfast there are eight railway shops in Royal Avenue, the most expensive quarter of the city, that is a pure waste of about £250 × 7 annually. One should do, and it would be less embarassing to the public than the eight of them.

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Rev. Joseph Meehan, C.C., representative of the Leitrim County Council.

Memorandum on possible economies by unified working—*cont.*

These are some of the economies suggested by a look through the details of "working expenditure" (p. xliii.). They do not in any one case represent decreased facilities to the public, but the reverse. For the most part they are unattainable under the present complicated and extravagant regime.

Sir G. Findlay's estimate of saving by unified management.

The aggregate of the useless expenditure amounts to a very large sum. We are, therefore, quite prepared to believe with Sir G. Findlay that at least 20 per cent. reduction in the working expenses could be effected by united management, "besides other economies," 20 per cent. of the total working expenditure, and this is what this distinguished railway authority apparently meant, would for any year imply a saving of over half a million. "The other economies" have been already indicated. "Observation in Continental Europe, where Government ownership of railways prevails," declares unhesitatingly a quite dispassionate Harvard University Professor, "strongly impresses one with the economic advantages of entirely unified systems of operation."‡

Indirect savings.

But there would obviously result from amalgamation many more advantages which cannot be directly expressed in terms of pounds, shillings, and pence. Through tickets, and possibly Belgian tourist fares, more often through carriages, improved connections, and, therefore, time saved,§ and time for many people is money; through rates from any one town of Ireland to any other; speedier trains for goods and passengers by the mere fact of better connections and the relief from trans-shipment; less handling, and, therefore, less breakages and damages, along with less expense. In Germany, in 1872, at a remarkable Industrial Convention held at Liepzig the memorial of the German Handelstag, which represents the united Chambers of Commerce, was adopted. The memorial prayed for railway reform in the interests of commerce, and of commerce alone. "There are in Germany at one and the same time," they urged, "Empire railways, State railways, private railways under State administration, independent railways, and railways let on lease, with about fifty different administrations and a number of different unions. This diverse system," they concluded, "is the true cause of the constantly increasing inefficiency of our railway system." The German Government at once responded to this petition. We know the results.

At the very infancy of railroading the U.S. recognised the benefits of unified systems. "There was about as much efficiency in operating ten roads," wrote the secretary of the New York Central as far back as 1850, "as there would be in ten men trying to do a thing one man ought to do. Every board of directors had its own profits to make and its own schemes to advance, and there was no obligation on the part of any one company to do anything for any other." The process of consolidation actively then begun has gone on ever since. It has now given each of several companies the control or ownership of

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* Goods train (1899), Broadstone, 6 p.m.; Athenry (113½ miles), 3.23 a.m. (due at) equal to 12 miles an hour. If for Enn's, stops there till 10.40 a.m., *i.e.*, 7 hours.

† That is £141 10*s.* 10*d.* × 311 days.

‡ *Railway Problems*, Edited with an introduction by W. Z. Ripley, Ph.D., Professor of Economics, Harvard University (Ginn and Co., Boston-London, 1907), Introduction, p. xiv.

§ Cavan to Manorhamilton, *v.g.*, 61¼ miles in 5¼ hours, *i.e.* at the rate of 12 miles an hour. Small link lines, which the big companies will go on their road never heeding or deigning to accommodate—if they do not positively try to thwart—have constantly Chinese puzzles to solve—how to hit off the connections at both ends. If the trunk line train on the east is late the trunk line train on the west cannot be caught. As on our best lines good time keeping is not conspicious, long train intervals at junctions are of necessity. The link lines time tables must have them The Sligo and Leitrim is a case in point. Matters are indeed, or at least were twenty years ago, a trifle worse than this. Companies displayed an extraordinary lack of common courtesy to one another; the public, of course, having to bear the brunt of the annoyance. "In fact though in some cases the lines actually terminate on the same platform the management cannot or do not agree to suit each other or the public." (Public Works, Q. 19893.)

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more than 10,000 miles of road. A passenger can without changing go from the Atlantic seaboard to St. Louis, or even San Francisco. According to the 19th report of the Inter-State Commerce Commission, published in 1905, during the year 1904 railway companies owning 5,609.18 miles of line were "reorganised, merged, and consolidated." For the year 1903 the corresponding item was 10,486.37 miles. The grand total of the mileage of Ireland, broad gauges and narrow gauges, and even the Ballybunion mono rail included, is barely 3,312 miles, not one-third the mileage "reorganised, merged, and consolidated" in the United States in 1903. Surely half-a-dozen business men could do the whole work in as many months. What has been done once can be done again. The extent of the work is to be compared rather to the municipalisation of the Liverpool or Glasgow Tramways than to the nationalisation of the Prussian or Belgian railways. The plain and necessary deduction from all said is, it should be done and done quickly. Ireland, like a second Laocoon, is being crushed to death by its railways and their exorbitant charges. The charges are the main thing that have retarded "the expansion of the traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country."

American lines amalgamated in 1903 and 1904, nearly five times the mileage of the Irish lines.

I do not wish to blame the Irish management, nor to join in with a very high authority on railway matters who witnesses against it. As far as the directors are concerned, the terms of the long quotation in the precis* before you, though directed to light railways, apply equally to our ordinary ones. They are left to a number of local people "with no experience whatever of railways." But, indeed, no small railway away from large towns could under present conditions do well in Ireland. Even English management, as good as there is, of a short Irish railway, is a failure as complete as the worst of them. Look at the Dundalk, Newry, and Greenore line of 26 miles. It belongs exclusively to the London and North Western; it occupies about the most favourable position in Ireland. It possesses the advantage of the assistance, under agreement, of the Great Northern (Ireland), and of the enterprise which has fourteen "drummers," permanent officials, all over Ireland. Yet the last published Board of Trade returns show that its expenditure for the year 1905 was 105 per cent. of its gross receipts. In 1889 (the only other year of which I happen to have the records), when, I presume, it had as its manager Sir G. Findlay himself, with his forty years' experience, and all his judiciousness, its gross receipts were £13,621, but its expenditure overtopped that—£13,702. If the Greenore line were standing alone depending on itself, as most of our small railways are, it would long since have been in the hands of a receiver. It would hardly refrain, any more than our little Irish ones, from crushing the public all it could in its fight for existence. Doubtless, as a feeder and part of a pretty gigantic system, it pays. So, I submit, would our little Irish ones.

Cost of working the Dundalk, Newry, and Greenore Railway (L. and N. W. Company).

Amalgamation as carried out on the Great Northern of Ireland.

Amalgamation, as far as it has gone in Ireland, has been successful. The Great Northern, for instance, is the resultant of eleven lines brought together in 1876. Before the amalgamation the greater part of them paid no dividend. About one of the eleven, for example, that from Irvinestown to Ballyshannon, the authority just named spoke at the beginning of his evidence before the Select Commission on Industries (Ireland). The capital, he stated, sunk in these 37 miles was so unproductive "that a very few thousand a year, perhaps £4,000 or £5,000, and not more," was the profit for twenty years. About another of them, the Irish North-Western, running from Dundalk to Enniskillen and Londonderry, he had "little hesitation in saying that had it not been absorbed the then owning company would have been unable to have kept it open. It must have been shut up; it was hardly safe at one time to run over." (Commission on Industries, Q. 10816.) Now, the unified Great Northern is the most commercially successful of our Irish railways. Its Ordinary Stock pays 6½ per cent. Yesterday it sold at 142. "If you could amalgamate all the railways of Ireland," stated (Grierson), "and put them in a fair financial position . . . I consider it would be a very great advantage to Ireland" (Public Works, Q. 10592).

A trunk system invariably opposes tooth and nail the promoting of an independent line foreseen to present the remotest danger of disturbing its traffic monopoly. Once made, it is said to deliberately throw every obstacle it can in the way of its successful working. This is done, not out of "pure cussedness" of course, nor out of the spirit of bullying, but with a well-calculated design, even where there is no competition, on ultimate appropriation and its own betterment. Both do ultimately unite, but it is generally the union of the lamb with the wolf. Should the bigger lines be now swallowed up in one great system, without any parleying about their rights, it would be a Nemesis, and all of them richly deserve it. Confessedly, however, it must be noted, they believe that consolidation, after which they so strain, is an advantage, and they are the best judges in the matter.

As a sample of forced amalgamation—Take the little line of ten miles from Kilfree Junction to Ballaghadereen, the outcome of local efforts. It was, I have been informed, from its opening thwarted by changing time tables and heavy rates. Finally it had to bow to the inevitable—it is now a portion of the Midland Great Western. The same big corporation has been most unaccommodating to the Cavan and Leitrim. It is constantly at war with the Sligo and Leitrim, the public coming in for all the blows that pass between them. Some years ago the Drapers-town Railway, about eight miles, was bought by the millionaire Belfast and Northern Counties for £2,000. and in 1905 the 19½ miles constituting the Clara and Banagher Line was gobbled up by the Great Southern and Western. The purchase price was £5,000. This sum would not have constructed the odd half mile.

Concentration and consequent improvement have taken place wholesale in Scotland and England, too. The Great Western originally consisted of 114 companies. The big railways, such as the Great Eastern, the North Eastern, the London and North Western, have been regular cannibals in eating up the smaller ones. Many of the little lines when independent were most unsatisfactory. As a specimen, take the Chester and Holyhead branch of the London and North Western, which most of us have passed over. In 1858 the big railway got it at a discount of 50 per cent. on the invested capital. The price is an index to its prosperity and prospects at the time. This is now the best paying portion of a well-paying system. Over it the traffic increased so enormously that in 1898 four lines of rails had to be laid down from Chester to Rhyl in an effort to cope with it. Prosperity rather induces competition than competition prosperity, and so this year we have seen the Great Western Railway completing its preparations to relieve it of some of that traffic. Experiment is the best test. The experience of England, America, half-a-dozen countries of Europe, and of Ireland itself, must go for nought or else one can say with moral certainty that amalgamation is a step in the right direction. The bigger the amalgamation the greater the boon. In the words of a member of the present Commission, "The larger the undertaking the more economically will it be managed, provided you have the proper people at the head of it." This, on the face of it, is quite evident.

"Germany," sums up an able English writer in the "Contemporary Review" (Dec., '04, p. 797), at the end of a long article proving it, "protects and fosters her industries, not only by her tariff, but also by a practical education, by equitable and cheap laws, and before all by the provision of adequate, efficient, and cheap means of transport." Ireland has none of these things. They are not considered at present to suit England, and the British Parliament thinks only for and about England. About Ireland it merely does talking. She needs all of them, but especially the last, "cheap means of transportation." Another quotation establishes this—"No student of history can fail to be struck with the uniformly dreary and depressing character of the record that sets forth Ireland's true place in the economy of nations. Her

* Quoted in questions Nos. 26821–2 *antea*.

people are steeped in the deepest poverty. . . . . Her industry has been hampered, demoralised, and blighted in a thousand different ways, until it is but the ghost of what it ought to be; and this, too, in spite of her possession of considerable natural resources and labour that is both capable and cheap. Of commerce, except in agricultural products, she has next to none, notwithstanding that she has a finer, larger, and better situated seaboard than almost any other European nation." This is not an extract from an Irish agitator's speech, but from a most carefully composed standard book, "Railway Problems," written by perhaps the greatest English authority on statistics of the last century, and author of the work, "England's Supremacy"—Jeans. He concludes the paragraph by saying—"It almost follows, as a necessary corollary, that her railway resources are behind those of Great Britain, alike in their extent and their suitablility to the requirements of her people."* I may be allowed to confirm the conclusion of this high authority by a sentence from a speech indeed, but not, again, of an Irish agitator, but of the Chief Secretary for Ireland, delivered in the House of Commons on August 23rd, 1886:—"At one time it was my fate to travel a good deal in Ireland, and I will appeal to every member who represents an Irish constituency, or who has lived in Ireland, whether he knows anything much worse in any part of the world than the facilities, if they may be so called, for the interchange of traffic afforded by the different companies and the rates charged for the conveyance of passengers." This Government—a Conservative one, I believe, but it does not matter, they are all the same—appointed Commissions to inquire into this matter, and everything else that was bothering them. After describing the stamp of Commissions that would have the matter in hands, he concluded by saying: "I hope I have said something to show the House that what we mean by these Commissions is not the delay suggested for us but real business. We want to do something in a matter that urgently requires to be dealt with—the Irish question. We want to put an end if we can to this interminable series of reports, coupled with inaction in these matters, so intimately connected with the social and commercial condition of Ireland." This was twenty years ago. Fully half a score Commissions had inquired and inquired into the Irish railway question before that, but nothing was done. In 1836, before a line except the little Kingstown one had been laid down, the first of these Royal Commissions, the Drummond Commission, sat. Its terms of reference were to consider a general system of railways for Ireland with a view to directing the growth of this new means of intercourse, developing the resources of the country, and obtaining the greatest advantage at the smallest outlay. It convinced itself of the danger to the Irish public of the creation of vast monopolies, formulated a scheme, and urged that a line from Dublin to Cork, with a branch line to Limerick, should be executed as public works. Their findings and report commended themselves to the House of Commons. The results ended with the House of Commons resolution approving of them. Though the Commission had pointed out that the circumstances of Ireland were wholly different from those of England, yet private companies were allowed to proceed exactly as in England and Scotland. Their elaborate survey and report proved so much waste paper. Lord Melbourne's Government had something else to do besides bothering itself about the concerns of Ireland, vital though they might be. If the English system, like some of the English laws, did not suit us, then so much the worse for us. So the English system, piecemeal and haphazard as it is, we have. In the face of the Drummond Commission Report, with us it is inexcusable.

An important Railway Commission sat in 1867 and 1868, but its reports, like all the others, are in the lumber room of Railway Blue Books. In 1901 (30th April) and ever so many times since and before in Parliament many resolutions urging State purchase and reduction of fares were proposed, and, perhaps, passed in Parliament. Whether passed or not again matters little, for resolutions are as cheap as petitions or Royal Commission reports. In 1871 and 1873 the Irish representatives in a body petitioned for the State purchase of Irish railways, coupled with a large reduction of rates. The memorial was signed by 78 Irish peers and 90 members of Parliament, and they undertook to guarantee that any resulting loss should be borne by Ireland alone (Hansard III., ccvii. 1768). The Government of the day, I am sure, expressed sympathy, and promised consideration, and then—turned its attention from this little parochial affair to something of Imperial interest that was really important in its eyes. Even to Imperial thinkers, if they thought twice, it might appear worth the cost of a couple of big battleships to try, seriously, as other Governments do, to befriend its subjects and make Ireland worth living in.

Sir Michael Hicks-Beach's Commission of great expectations, that on Irish Public Works, 1886, was as inquisitive and thorough as the rest of them. It ended in smoke. It tread upon the heels of another Commission which sat in the House of Commons the very year before (1885), and whose labours occupy an enormous volume of 1,000 pages. All its trouble, too, went for nothing. Should this Commission's labours prove equally barren of results, then, I fear, such bodies will begin to be regarded as partaking of something of the nature of a humbug; but a humbug that can hardly ever again be seriously repeated.

(End of Memo. on Possible Economics.)

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26952. *Mr. Sexton.*—It is suggested that because some of those prohibitive and oppressive Acts against Ireland were old they need not be mentioned now; but if they accomplished the purpose of keeping Ireland down, and if Ireland has never since been able to rise, are they not quite relevant to the present discussion?—That is my opinion, and, furthermore, Ireland is down owing to them.

26953. If prohibitive and oppressive Acts accomplished their purpose long ago, there is no necessity to pass any more of them?—I should expect not. Rather the other way round—that the English people, in their generosity, would now be prepared to make some amends for them.

Reduced fares and rates and development of traffic result from State ownership of railways.

26954. There has been a good deal of criticism of State-owned and managed lines. Does your study of the subject convince you of this, at any rate, that where the railway lines are the property of a country the general effect has been to secure successive reductions of rates and fares, and, at the same time, a continual development of the bulk of travel and traffic?—Yes, that is the case in every country in Europe. It is very remarkable that the railways in Germany have developed side by side with a most wonderful development of the canals. Here was a Government helping on the canals to compete with their own railways, and, notwithstanding that, the railways have gone on increasing in value and efficiency. And France is doing the very same thing. The canals are free to every Frenchman without tax or tariff.

The application of surplus profits to the reduction of rates and development of trade recommended.

26955. Public lines stand upon a different basis from private lines. I put it to you that in private lines the sole test of success is profit; but if public lines are worked for the benefit of the country, profit is not the sole test, because profits are applied for the benefit of the public, to reduce rates and develop trade?—Yes, what they lose out of one pocket they get in another. In Denmark if the railways returned more than two per cent. you would have all the people up in arms to reduce the rates.

26956. The true comparison I suggest would be, on the side of the private lines, the actual profit, and on the side of the publicly owned and managed lines the actual surplus in addition to the amount of profits from time to time devoted to the reduction of rates and fares?—Yes.

The subject of political influence as applied to existing Irish railway management.

26957. Some mention has been made about political influence in a publicly-owned system—as that a Member of Parliament might press for benefit for a district—would you say the management of Irish railways now is entirely free from political and sectional influences?—I think the case has been established beyond yea or nay that they are not. In the railways I know most about a Nationalist has no chance whatever of any responsible position; he may be but the hewer of wood or the drawer of water; but if you look out for one of them as a stationmaster or inspector, or even as a guard, you will be a long time looking.

26958. Influence is exercised, but it is not responsible to public opinion?—That is so.

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* Railway Problems by J. S. Jeans (Longmans, Green & Co., London, 1887), p. 385.

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26959. Would not responsibility to public opinion be a great advantage?—Decidedly.

26960. And if a Member of Parliament tried to use undue influence for the benefit of a particular district, would not the specific gravity of public opinion defeat that?—Certainly; I would have implicit confidence in a body of Irishmen doing what was right all round.

An Irish body likely to work the railways on purely business principles.

26961. Irishmen, acting in the light of public opinion, managing a great business undertaking which would be subject to business tests, would manage it on business principles?—Yes.

26962. We have heard of dissatisfaction in Germany, where they have publicly-owned railways. Are the rates and fares lower in Germany than in these countries?—Immensely lower.

26963. *Mr. Acworth.*—Do you know what they are in this country—if you do you are the only man that does?—I think we have already quoted the fares.

26964. But the average fares?—In Germany.

26965. We know what it is in Germany. Do you know what it is in this country?—It is in the railway returns.

26966. No; that is the average ordinary fares. If you bring people by excursion trains at a farthing a mile it will make the average different?—I acknowledge the railway returns are not as full and satisfactory as the public would wish. There are a good many things left out.

German rates and fares alleged to be lower than Irish.

26967. *Mr. Sexton.*—Your examination of the subject has persuaded you that the rates and fares are much lower in Germany?—Yes. There is nobody who has spent any time studying the subject who would not come to that conclusion.

26968. If, therefore, the German is dissatisfied, it may be because the German is an idealist?—Possibly.

26969. He has more reason for satisfaction than we have?—Yes.

26970. Have you seen a speech of the President of the Board of Trade in which he said there was a painful contrast between the satisfaction expressed amongst the traders in Germany and the profound dissatisfaction which prevails in England?—I have not come across that speech.

The lowering of passenger train fares recommended

26971. Do you think the passenger fares are much too high for this country?—Much too high.

26972. Especially the second class?—Yes.

26973. Would you suggest a halfpenny a mile for third class, one penny for second class, and three-halfpence for first class would be more likely to suit the incomes of this country and would be certain to earn a large profit?—Yes. According to economists the average income of a family in Ireland is only £15; the least living income is £12. There is then, only £3 over to pay for any expense, such as going by trains and so on, and sixpence to a man with such a small margin is a very much larger consideration than to a man who has £20 or £30 over and above what enables him to live.

The rates charged for goods in Ireland alleged to be exorbitant.

26974. You say that the Irish legal maximum rates are higher than the English maximum rates?—Yes. In Ireland, if a person complains about the rates, he is told: "We are entitled to charge them."

26975. The Irish legal maximum rates are higher than the English maximum rates?—Yes.

26976. And the Irish actual rates are very near the maximum?—Yes.

26977. And the actual Irish rates are very much higher than the English actual rates?—Yes.

26978. Do you say, so far as your examination has gone, that the rates include charges for station and service terminals where no service is rendered?—Yes. I say the service terminal is charged when that service is not rendered.

26979. What about collection and delivery?—Except on the Great Northern, I think there is no such thing as collection and delivery in Ireland.

26980. But is the charge for collection and delivery included in rates where the company does not collect or deliver?—I am really not aware that it is.

26981. Your observations do not apply to that—only to loading and unloading and station terminals?—Yes.

26982. We have had some questions about the relations between England and Ireland in this matter. The complaint we make, as I understand, of the high export rates, which limit our output of the agricultural products of this country, is not so much of their absolute amount as of their amount in comparison with the rates which enable producers on the Continent and abroad to flood the English markets and keep out the Irish product?—That is the pith of our complaint, because it does not matter so much to traders what they do pay, provided their competitors are paying the same thing.

26983. It is not so much the absolute amount of any rate as the amount of the rate with which it competes?—That is so. Besides you have those other countries assisted by their Governments in the protection of those articles, and in organising the industries and export traffic.

26984. You have the railways pursuing a commercial policy: they extend—and it is not so surprising—facilities to traffic coming at regular times and in larger quantities from those foreign countries where the traffic is organised by the Government?—Yes. At the same time the general answer that the low import rates to England are due to the fact that they come in large quantities does not hold good.

26985. You need not go into that, because we know that when the traffic does usually consist of large consignments sent at regular times, small consignments at irregular times get the benefit of the low rates derived from the general system. When you are asked is it likely that England will consent to lower export rates from Ireland, in order that Ireland may be able to injure the English farmer, is it not rather this, that we argue that Ireland should be rescued from the disadvantages under which she lies with respect to the foreigner?—That, I think, is the better way of putting it.

26986. That Ireland should be placed on a better footing with regard to those foreign countries, which, by reason of organisation and concessions by their Governments, have an advantage in the English market?—Exactly.

26987. Not that any Englishman should be injured, but that Ireland, by getting an equal footing, should be allowed, having regard to its propinquity to England, to be placed in a better position with regard to the foreigner than at present?—Yes; we are paying taxes to the English Government, and England should assist us to some extent. The old economists used to say that a man living near a market had an inalienable advantage; but at the present time, owing to the modern methods of transport, he has not that advantage at all. A man in Canada or Siberia has the same advantage as a man living in Ireland.

26988. How would the English farmer be injured if, instead of a certain quantity of Danish produce being sent to England, there was an equal quantity of Irish produce in his market?—He would not be injured at all. There are as many eggs coming from Russia to England as from Ireland.

26989. We, therefore, do not want to damage the English farmer?—No. We want to be allowed to live, without being crushed out by the foreigner.

26990. You would say that Englishmen ought to concern themselves to give equality and fair play to this community, which pays about double its share to the British Treasury, rather than make their markets favourable to the foreigner?—That would seem to be reasonable.

26991. On the other hand, as to the effect of the low import rates from England, coupled with the high Irish inland rates, I do not understand you to ask that the import rates should be made higher from England?—No.

26992. What you ask is that the inland rates should be placed on the same footing with them?—Yes, so that the woollen manufacturer in Cork should be able to send his goods, say to Cavan, quite as cheaply as a man in Manchester would.

26993. You hold that, along with the advantage that the Englishman has, of great factories and a large output, that this specially arranged low system of fares does exclude the Irish manufacturer from Irish markets?—Yes. Furthermore, I believe that the English manufacturer is assisted by secret rebates. I believe there are a great many secret rebates.

26994. *Chairman.*—In England?—Yes.

26995. I think you are wrong in that?—My reason for holding it is this——

26996. Never mind; you do not know it yourself?—I was only going to give you the grounds of my belief.

26997. *Mr. Sexton.*—The public matter is sufficient here without any speculation as to rebates. The existing public system of low import rates into Ireland does operate as a measure of protection to the importer as against the Irish producer?—Yes; that is so.

26998. That is sufficient?—Yes.

26999. You ask for no protection for Ireland?—No.

27000. You ask for equality?—Yes.

27001. Who has a right to complain of that? Now, do you say that a system of railways broken up into various proprietaries and worked for private gain as its essential end is suitable to the conditions of this country?—No; it is decidedly a system not suited at all to the conditions of the country. Of course, that is not only my own opinion, but, before Irish railways were started at all, you had the Commission, usually called the Drummond Commission, the terms of reference of which were to see how to utilize this new means of transit so as to reap the largest amount of good from the smallest amount of expenditure; and it came particularly to the conclusion that the English system did not suit Ireland. But that Commission, like a great many other Commissions, was a dead letter.

27002. The English system, or any commercial system that looks simply to the making of profit, and increasing that profit without regard to public circumstances is the least suited of all to an undeveloped country?—Yes; it would not have suited England a hundred years ago.

27003. If this country is to be developed, it is by industries dispersed through it?—Yes.

27004. And these industries are particularly those that would be at the mercy of the railway companies?—That is so.

27005. Would you say that what Ireland needs, either to increase her agricultural output or develop manufactures, is a railway system worked as a unit by public authority with public benefit as the essential end, not private profit?—Yes; the public benefit to be the main end in view. The other question of profit would be a subsidiary matter. That is the railway policy in Holland and Denmark.

27006. And the profits of each year, as they accrued—to be used as in Australia—not for private gain, but for further facilitating industries?—Yes, and particularly to give railways to backward parts of the country which are very much handicapped by not having these means of conveyance.

27007. And when you have an united system, once you pay the charges and finance, then the surplus remains to be applied wherever it is most needed?—Yes.

27008. And that affords the best prospect for the construction of lines which, however valuable from an economic point of view, would not be likely to be immediately remunerative?—Yes. Of course any new railway to be constructed in Ireland is not likely to be to itself immediately remunerative. And there is no prospect, unless by Government assistance, which we need hardly expect, for the making of any more railways in this country.

27009. And so eminent an authority as Sir George Findlay recognised that unification was the thing for Ireland?—Yes; he said that the whole of the railways of Ireland could be carried on by one manager and one engineer.

27010. Two days' work at fishing, and four days' play at the railways every week. By purchase by the application of public credit a great saving could be made?—Yes.

27011. You do not consider it indispensable that the Treasury should lend?—I do not think that indispensable.

27012. Apart altogether from the question as to the claim for restitution for over-taxation, you do not think it indispensable that they should lend?—No.

27013. You say, let an Irish authority be created and issue a 3½ per cent. Stock; that stock would float at par, and the transaction so financed would leave a large surplus fund?—Yes.

27014. You have gone into the question very carefully, showing that the economies derivable from unity of working would be even more considerable than those derived from purchase?—Yes.

27015. The two funds could be used experimentally, so as to test the matter without putting the public to loss or risk?—Yes; I would not suggest that things should be rushed at, but that gradual reductions should be made.

The plan recommended for the purchase of existing railway interests.

27016. About your financial plan—I ignore details at this stage, it will be time when the Act is passed to go into that—but do you separate the railway securities into three classes?—Yes.

27017. You proposed to give to the first-class 3½ per cent. Stock to yield the present income, the second class the same income as at present on 90 per cent. of their capital, and the third class 3½ per cent. on 90 per cent. of their capital?—Yes.

27018. A few questions now about these lines that you are interested in. There are two lines—Arigna to Dromahair and Arigna to Collooney?—Yes.

27019. They would both be valuable lines?—Yes. I don't think you are to take them as necessarily rival lines at all, because there is room enough for both. From a mineral point of view that is an immensely wealthy country if it were developed.

The necessity for the proposed railway from Arigna to Dromahair.

27020. They should both pay, you would think?—Yes, but the one from Arigna to Dromahair is the longest in the field and would benefit the poorest part of the country. It would give a chance for the development of the entire mineral wealth of that part of the country and therefore should be the first made.

27021. The other would be more an ordinary traffic line?—Yes, going through a wealthy country mineral, but not so thickly populated as the other.

The mineral resources of the Arigna to Dromahair district.

27022. The railway you suggest would develop the mineral resources of the country?—Yes.

27023. Some one suggested that the district is so poor the line would not pay. Of course a district may have poor people, but rich resources?—Yes.

27024. And a line may even pay so as to extinguish the poverty of the people?—Yes. I should say that if the line were once made the Sligo and Leitrim Railway is perfectly prepared to take it up, being satisfied that it would at least pay its working expenses

The wealth in ironstone of the Connaught mineral area.

27025. Do you know that the mineral resources and especially the ironstone deposits of the Connaught mineral area have attracted the attention of the iron and steel trade organ in Germany?—I saw a reference to that, but the whole article happened to be a translation into German of an article I supplied to the editor of the "Ironmonger" for his last spring number. Of course in the translation and re-translation there were abundant opportunities for errors coming in, and they were availed of. It is full of errors.

27026. They are greatly struck with the abundance of mineral resources in that country?—Yes. I am sure Germany is.

27027. They offer comments of a sympathetic character?—Yes.

Professors Hull's and Hardman's surveys of Creevelea district.

27028. I understand that the Connaught mineral area is sixteen miles square, and we have the best geological and scientific authority for holding that there are vast beds of ironstone and coal in that area?—Yes; that is so. There is Creevelea quarter, of 800 acres where there are 4,800 tons of iron ore to the acre. Professor Hull made a careful survey of the district in 1890.

27029. The State has never made an adequate survey?—No. There came a man from a State Department a few years ago and he did spend a couple of hours there in a downpour of rain, and he thought he knew all about it—after spending about an hour or an hour and a half at it! I was with him all the time. Professor Hull spent a fortnight and Professor Hardman spent another fortnight there.

The extent of the iron ore deposits in Co. Leitrim.

27030. Have you noticed that it is never a defect of officials in Ireland that they know too little about anything?—That district of 800 acres contains 7,840,000 tons of ironstone. But the whole district must contain millions and millions of tons of the ore.

Antiquity of the iron mining industry in Co. Leitrim.

27031. It has been worked from the 17th century down to a few years ago?—Yes; it was worked in

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Rev. Joseph Meehan, C.C., representative of the Leitrim County Council.

1856, and the iron sent to Glasgow, where it got a higher price than any produced in the United Kingdom except Cumberland hematite. It would have continued on, but after the Crimean War the price went down and it was not able to stand the heavy freightage.

27032. They had to cart coal eight miles to the railway and then twenty miles to Sligo. No mine could stand that?—No.*

The excellent quality of the iron produced in the Arigna and Dromahair district.

27033. The iron has been used for many years past and it yields 35 per cent. of pure metal and excellent iron?—Yes. Particularly it possesses the property of ductility in a higher degree than almost any known iron.

27034. And there is a company quite ready to work the mine if they had the railway, I believe?—Yes, two or three years ago, when we wanted to get this railway, we went on deputations to Chief Secretary after Chief Secretary, but it was all without result. At that time there was a company ready to take it up, headed by a gentleman who is the chief owner of the latest patent for the conversion of iron ore into steel by electricity. It is worked by the Krupp firm in Germany at the present time.

The want of railway communication stands in the way of the development of a prosperous industry.

27035. Superseding the Bessemer process?—Yes The Ottawa Government sent a Commission to Europe to examine into the different electro-thermic methods of smelting iron ore and making different classes of steel. That was three or four years ago—I happen to have their report—and this process supersedes all the processes then even extant.

27036. A line giving an opening to the port of Sligo and to the markets of the world would cost about £100,000?—Roughly, that.

27037. And that £100,000 is what stands between this poor district, so rich in mineral resources and so neglected by the Government, and the chance of commercial activity?—Yes.

Examined by Lord PIRRIE.

The necessity for cheap export rates to develop Irish industries.

27038. I have listened with great interest to your evidence, which I think is extremely valuable. I think after the various examinations I need only ask one question, and I do so simply to make clear one of your answers to Colonel Poe, which may not be quite clear on the minutes. I take it your view is that you want to assist the people of Ireland by having cheap export rates exactly as they have in Germany, so that you can send goods to England or any other place?—Yes.

27039. That is probably what you want?—Yes.

27040. And the cheap export rate which is given by the State in Germany allows the traders in Germany to send to foreign countries the goods inland?—Yes.

27041. That is one of the things you want?—Yes.

27042. That is the great advantage of the State railway system?—Yes.

27043. You think that if that system were adopted and the Irish railways were under the management of the Irish people themselves it would work for the benefit of the Irish people and not for the interests of a few?—That is precisely my view.

27044. And you think that once we have that adopted, with the cheap labour in Ireland, cheap railways—that is to say, railways made cheaply, with feeders constructed for the main lines where required, we would be in a better position than Denmark or Canada to supply the English and other markets at a cheap rate?—I should expect so. I would like to quote an opinion which, I think, is very valuable.

Mr. Sexton.—We think your own opinion as good as any.

27045. *Lord Pirrie.*—I think your own opinion on that point is clear and distinct, and my own experience of these German cheap export rates is that they are so advantageous to the German manufacturer that I agree with you it would be desirable to apply them to Ireland.

27046. *Mr. Tatlow.*—I have ascertained as to the rate for cement between Sligo and Ballysodare, and for which Father Meehan stated the charge was 5*s.* 9*d.* a ton. I have found from my office that the charge is only 1*s.* 6*d.* per ton for cement, and for 6-ton loads it is 1*s.* 3*d.* per ton. There must be an error as to that particular consignment, an error of weight or something. But the fact is, it is 1*s.* 6*d.* a ton.

Witness.—Here is the actual receipted bill for 5*s.* 9*d.* A member of the Commission asked why do not the people ask about these things. In the first place the traders have not a very distinct idea of what the rate—the maximum rate—should be. And, secondly, sometimes when he applies to the railway companies they give no further information.

27047. *Chairman.*—You produce the bill which shows on the face of it that the consignee was charged 5*s.* 9*d.* for a ton of cement, which is an outrageous rate?—It was higher than carting.

27048. And now the manager of the railway has been good enough to look at it and he finds that the rate is 1*s.* 6*d.*, which is a very reasonable rate, and 1*s.* 3*d.* for 6-ton loads. Evidently there is a mistake somewhere?—It is not my mistake.

Mr. Tatlow.—Might I ask for that document.

Witness (*handing document*).—I hope he will be able to explain some of the other rates that I put before you.

Mr. Acworth (*to Mr. Tatlow*).—You say the rate is 1*s.* 6*d.* per ton and 1*s.* 3*d.* per ton for six-ton loads?

Mr. Tatlow.—1*s.* 3*d.* is "C" class rate, subject to no minimum.

Mr. Acworth.—You don't raise the rate for two-ton lots?

Mr. Tatlow.—No; we are more liberal than that. We don't have a minimum for two-ton lots.

Witness.—The minimum they always quote in Ireland is six tons.

Mr. Tatlow.—That's a wagon load.

Mr. C. J. DOLAN, M.P., examined by the CHAIRMAN.

Mr. C. J. Dolan, M.P., representative of the Leitrim County Council.

27049. You are a Member of Parliament?—Yes.

27050. You also appear on behalf of the Leitrim County Council?—Yes. I was appointed by the Leitrim County Council to give evidence.

27051. You and the County Council are of opinion that Leitrim is very badly supplied with railway accommodation?—Yes.

Extent of the railway accommodation in Co. Leitrim.

27052. How many miles of broad-gauged railways are in that county?—I should say, roughly, about forty miles of broad-gauged railways running across Leitrim and connecting with Sligo and Enniskillen; then there is a little bit of broad-gauged railway in South Leitrim on the Midland line.

27053. Then there are narrow-gauged railways as well?—The Cavan and Leitrim. That is the whole of the railway accommodation.

27054. You are of opinion that the existing railway accommodation is not adequate for the proper development of the resources of that county?—Very inadequate.

27055. Are the principal resources in the county mineral or agricultural?—As Father Meehan has pointed out, there are very rich mineral resources in the County of Leitrim, especially in the Creevalagh and Arigna districts; also in Drumkeerin, from the coalfields, in the centre of the county; but there is no railway near Drumkeerin at all.

27056. Have you heard the evidence of the two previous witnesses?—Yes.

27057. Do you agree generally with their evidence as to existing railway accommodation?—Yes. I agree with them generally.

* See article on *The Connacht Mineral Area* in *New Ireland Review*, May, 1907.

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27058. Do you agree with the plan for an extension, submitted by the last witness?

27059. *Mr. Sexton.*—Arigna to Dromohair——

Witness.—Yes. I acted with Father Meehan and a local committee in supporting and forwarding a scheme for railway extension from Arigna to Dromohair.

27060. *Chairman.*—Unless you wish it, I don't ask any questions about rates.

Witness.—I might point out how my own town—Manorhamilton—is situated. It is midway between Sligo and Enniskillen, on the Sligo line, and there are through rates given to both Sligo and Enniskillen for goods.

27061. Name the goods?—I have got some particulars here. There is a through rate for bacon from Liverpool to Enniskillen *via* Manorhamilton of 12*s.* 5*d.* The rate from Liverpool to Manorhamilton is 16*s.* 7*d.*, although Manorhamilton is twenty-five miles from Enniskillen. The consequence of that is that Manorhamilton is not able to compete with neighbouring market towns, such as Enniskillen and Sligo, and we have no remedy, owing to the fact that the railway company has a monopoly.

27062. The rate from Liverpool to Enniskillen is 12*s.* 5*d.*?—Yes.

27063. And the traffic passes through the place where you live?—Yes. It goes to the port of Sligo.

27064. But if you want it to your own town you have to pay 16*s.* 7*d.*?—Yes.

27065. I suppose you know the reason of that?—I consider that the reason is that there is inadequate railway accommodation in that district, and the Leitrim Railway Company, having a monopoly, treat us in Manorhamilton as they like.

27066. Is there not a direct sea route between Liverpool and Sligo?—Yes.

27067. Is that not a reason?—Goods can come from Sligo to Manorhamilton as cheaply, I think, as from Liverpool.

27068. What is the rate from Sligo to Manorhamilton?—I am not quite precise as to the rate, but I should think 3*s.* or 4*s.* per ton, roughly. I know that it is more costly to bring goods to Manorhamilton than to bring them past Manorhamilton to Enniskillen.

27069. *Lord Pirrie.*—You mean that they can be delivered at Sligo as cheaply as at Manorhamilton, which is only half-way?—Yes.

27070. *Mr. Sexton.*—What you say is that you have to send them past your town, and book them back again, and that you suffer a good deal by it?—That is the point.

27071. The double freight is less than the single freight to your own town?

Witness.—The railway company give through rates to Enniskillen and Sligo, and only one through rate to Manorhamilton, and that is for bacon, of which very little is imported. They give a single through rate between Manorhamilton and Liverpool.

27072. *Chairman.*—Has any application been made to the railway companies about it?—I don't think the question has been agitated.

27073. I mean by the County Council?—No; I think not. The County Council has never taken it up. I have been informed of these facts by traders in the town of Manorhamilton.

27074. What do you think is the remedy for this sort of thing?—Well, I have recently seen a scheme put forward by the Drogheda Development Association to run a line from Drogheda, on the east coast, to Mullaghmore, in the west, passing through Manorhamilton. Such railway would give competition.

27075. On the question of railway management, what are your views?—On the general question, I am entirely in favour of amalgamation and nationalisation, under purely Irish control.

27076. You have heard the evidence of the previous witness?—Yes.

27077. Do you agree with it?—I thoroughly agree with it.

27078. You are opposed to State purchase?—I am entirely opposed to State purchase. I would oppose it by every means in my power.

The purchase of the Irish railways by the County Councils suggested.

27079. You think the thing can be done in this country?—I not only think it can be done, but that it ought to be done; and that it would be the only solution we can expect; for if the railways passed to the control of the Treasury, our last state might be worse than our first.

27080. How would you raise the money?—A large number of retiring shareholders would, probably, take railway stock from the County Councils, or whatever body would own the railways. I am sure they would take such stock at 3½ per cent.

27081. Who is to guarantee it?—If the County Councils owned the railways they could give the guarantee.

27082. Do you mean the collective guarantee of all the County Councils?—Yes.

27083. Do you think you would get all the County Councils to agree to that?—I think so.

27084. Do you think that that would be as good a security as if the guarantee were by the British Government?—I think it would be quite a sufficient guarantee.

27085. Sufficient probably, but not as good?—Considered merely as a security it would not be as good. But we are not considering the value of the security, but the sufficiency of the railway accommodation.

27086. Two or three schemes have been suggested for taking over these railways—one is that the State should purchase, and guarantee the capital. Does that commend itself to your approval?—I would prefer a scheme by which the County Councils would guarantee the capital.

27087. And that whatever loss there should be the County Councils should make it up?—Yes. If there should be any loss.

Proposed application of profits arising from the unified working of the railways to reduction of rates and fares

27088. What about the profits?—I think there would be a considerable profit by amalgamation and the various economies that would be effected. I would say that the profits should go largely to reducing the rates for goods and passengers.

27089. It would not become the property of those guaranteeing people?—Yes, it would; if the railways became their property.

27090. Do you say that the County Councils would bear any loss in taking over these railways?—I would not put it in that way. I say that they should guarantee payment of interest, and bear any loss that there should be.

27091. What would you do if there was a profit—is your idea that it should be appropriated for the reduction of rates and fares?—Yes.

27092. You think that would be a satisfactory solution of the question?—Yes.

Examined by Mr. Sexton.

Complaints as to the disparity between the rates for bacon, &c., Liverpool and Manorhamilton, and those to Enniskillen and Sligo.

27093. You say that the rate for grocery goods and bacon from Liverpool to Enniskillen past your town —Manorhamilton—is 12*s.* per ton?—Yes.

27094. Whereas the rate for mixed groceries in barrels from Liverpool *via* Dundalk and Enniskillen is 30*s.* per ton?—Yes.

27095. And from Enniskillen to Manorhamilton about 4*s.* per ton?—Yes.

27096. If, instead of getting the goods to your town at 30*s.* a ton, they are brought first to Enniskillen at 12*s* a ton, and then back to Manorhamilton at 4*s.* per ton, do you not save by that 14*s.* a ton?—Yes. I am so informed by a trader in Manorhamilton.

27097. It costs 30*s.* to have the goods brought direct to your own town, but if they are sent past that town to Enniskillen and booked back again, the whole thing costs only 16*s.*, instead of 30*s.*?—Yes. Quite so.

27098. It may be contended that the rates to Sligo and Enniskillen are dictated by competition—that is, that the railways in this particular case are put to the option of carrying at those rates or not having the traffic at all?—Yes.

27099. But you would say that even admitting that competition dictates those rates, the disparity between them and the rates to Manorhamilton is too great?—Much too great.

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27100. And what you point out is, that though, under a united system of railways the same competition might dictate the same rate to Sligo and Enniskillen—the governing body of that system would lighten the burden on the people of Manorhamilton?—I think so.

27101. They would have no inducement to regard any particular town with special favour, but would act impartially to all?—Yes.

27102. Have you read the Act of 1844?—Yes.

The State purchase clause in the Railway Act of 1844.

27103. Do you remember the clause relating to twenty-five years' purchase?—Yes; I remember that clause.

27104. If my memory is right—for it is some time since I looked at the Act—the provision for 25 years' purchase only applies to railways that pay a dividend of over 10 per cent.?—I don't remember that.

27105. Railways that were already in existence are excluded from the operation of the Act: the clause only applies to railways coming into existence afterwards; and there is an alternative provision that if they paid less than 10 per cent. the machinery for purchase was to be arbitration?—Yes.

27106. Do you consider from your knowledge of the case that an arbitrator, sitting to-morrow to decide on the value of the Irish railways, with instructions to have regard to the prospects of each line, would be likely to increase the present value of the Irish railways?—No—probably the contrary.

Estimate of annual saving by amalgamation of the Irish railways.

27107. You think that by amalgamation a million a year would be saved?—Yes, I should think about a million a year.

27108. I suppose you know that the present percentage of the working expenses of railways in Ireland is 61 per cent. of the receipts?—Yes.

27109. One per cent. less than in England, and seven per cent. more than in Scotland?—Yes.

27110. In order to save a million a year you would have to reduce the working expenses, which are now two and a half millions, to one and a half millions, and that would be only 37 per cent. of the receipts?—Even if the saving was not quite up to the million there must be a considerable saving. From a calculation which I made I believe it would be possible to reduce the passenger and live stock rates by 20 per cent., and still have a saving of £692,000.

27111. Ten per cent. of a reduction on working expenses would be a great reduction?—Yes.

Proposed creation of a fund out of savings for reductions in rates.

27112. Supposing the present expenses were reduced by 10 per cent., that would be a saving of a quarter of a million?—Yes.

27113. If you add that to any saving effected by purchase you would have a fund quite sufficient to start experimentally a policy of reduction of rates in order to ascertain whether it would be likely to develop trade?—Yes.

27114. And you could be guided by the results?—I don't see that there could be any risk.

27115. I suppose you would be quite willing to borrow from the Treasury if they were willing to lend?—I would be quite willing to borrow from anybody.

27116. Every quarter per cent. would mean over £100,000; and if the Treasury could lend at 3 per cent. on an Irish security that would be a difference of about £200,000 a year?—It would.

27117. You would take it either by way of restitution or as a loan?—More probably it would come as a loan.

27118. That is your view of the British temperament. If the Treasury were unwilling to lend either the General Council of the County Councils, or, if not, another body equally representative of the public could give the necessary security?—Yes.

The security of the Irish railways and the rates of the country considered ample for the purchase price of the railways.

27119. The security of the railways and the security of the rates?—Yes.

27120. You were asked what would happen if some of the County Councils did not assent to this; but if it were carried out by law there would be no power in any particular County Council to prevent it.

Examined by Mr. Acworth.

27121. You want more railways in North Leitrim?—Yes.

27122. Do you think that North Leitrim ought to take any share of the risk?—Any share in the nationalisation?

27123. No; supposing that you wanted half a million for your railways ought you to be responsible for any part of the interest or should it come out of the general fund?—The Leitrim County Council is very unwilling to take any risk at present.

27124. What is your view about the justice of the matter?—My view of the justice of the matter is that it would be unfair to expect our district to guarantee a new line of railway which would serve as a feeder for other companies and increase their profits.

27125. I don't suggest that Leitrim should be asked to pay the whole. Are we to be told that the Leitrim County Council wants more railways, but says that it won't pay anything—ought they to expect all and not pay anything?—I don't suppose that they can expect to get everything done for them. They must be prepared to do something for themselves. I believe that the Leitrim County Council and the people are prepared to do anything in reason.

27126. We have been rather told that they expect to have the whole thing done for them. You spoke of a reduction of a million, and you have not any figures behind it?—No, I merely put that down as a rough estimate.

27127. Are you aware that the Allport Commission, who did condescend to details, held that the reduction would come to £70,000?—By doing away with large boards of directors and the multiplication of clerical work, and that sort of thing, I think the economy would be much more than £70,000.

27128. You know that Switzerland and Italy have nationalised their railways?—Yes.

27129. Do you know that in both countries there has been a startling jump in the cost of working?—Yes, I am aware that there has been in some places an increase in the cost of working; but if there were a corresponding gain for the manufacturers——

27130. I was going to ask you that very question: supposing that instead of a million we were to put the figure "0" for the gain and no reduction in the cost of working, would you be still in favour of nationalisation of the railways?—Yes—I would be under any circumstances in favour of nationalisation.

27131. You have suggested that the profits, if any, ought to go to the reduction of rates; and you have had in your mind the different policies that different countries have had to pursue—you have heard it in this room?—Yes.

27132. Prussia gives a large amount of the profits to the service of the Government?—Yes.

27133. In Switzerland the surplus, if any, is entirely devoted to rate reductions?—Yes. Well, I think that in Ireland owing to the peculiar way in which her economic development was restricted in the past we would require any surplus to go to the reduction of traffic rates.

27134. You would approve of a regulation like that in Switzerland that any surplus should be earmarked for railway purposes and not be available for general Government purposes?—Yes.

Examined by Colonel Hutcheson Poë.

27135. Assuming that the shareholders were not prepared to accept the security of the General Council of the County Councils what security would you propose in such a case?—I would propose to issue stock.

27136. In order to do that you should find capital to pay off such shareholders as would not be satisfied to re-invest in the new security?—Yes.

27137. And do you think that you could carry out such a financial transaction in this country alone, without the help of England?—Well, I believe there

are a good many wealthy men in Ireland who at present invest in Government and Foreign securities simply owing to the lack of good Irish investments; and I think that this would provide a very good investment at home in Ireland for Irishmen who had money to invest.

27138. In the event of your not finding people willing to find money in this country for such a transaction would you be prepared in such a case to go to the State and ask them to take over the system and finance it and work it—perhaps not under the system that you suggest, but under some system?—No, I would prefer the existing system to having them put under Imperial administration. I would be willing to accept Imperial finances on commercial terms.

27139. A good many shareholders would not be prepared to accept the control of an Irish authority under existing circumstances. The only other question I have to ask you is as to the saving you speak of. You have, no doubt, read the reports of the half-yearly meetings of the Irish railway companies and the speeches made by the chairmen to the shareholders, and in all cases the story has been almost the same—that they were happy to announce that this half-year there had been an increase in the receipts, but a corresponding increase in the working expenses, the chairmen pointing out that the outlook as regarded working expenditure was not hopeful, having regard to the increased cost of coal, labour, and every material that the railways employed, so that they did not see any prospect of a reduction in working expenses—you have, no doubt, seen that?—Yes, but I look forward to a saving from economy effected by unification.

27140. I think you would find that to be a mere fleabite—I mean from the substitution of one board for the existing ones. They are not extravagant, and the saving would amount to something; but any saving in that direction would not be worth considering.

Witness.—There is just one matter that I wish to bring before the Commission, and that is the proposal of the Drogheda Development Association. I think if a motor service, such as has been recently exhibited in London, were established between Drogheda and Mullaghmore it would satisfy the needs of the district. All that would be necessary would be to widen the road in some places, and there would not be the cost of constructing a permanent way. From what I have seen of the train that I and some of my colleagues inspected in London I am satisfied that it would meet the needs of the district.

Mr. Tatlow.—I should be glad to be allowed to clear up a matter in connection with a bill produced by Father Meehan. The place was not Ballysodare but Ballaghaderreen, the distance being 32 miles and the rate 5*s.* 9*d.* for six-ton lots.

Chairman.—I am glad that that has been cleared up, for it made an impression on my mind that the rate was outrageous.

Lord Pirrie.—Does Father Meehan agree to that?

Rev. Father Meehan.—Of course I agree to it, but the hieroglyphics may mean either one of the two; and my recollection is that in one of the letters it was Ballysodare and not Ballaghaderreen.

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Proposed motor road service between Drogheda and Mullaghmore.

Mr. Hugh Rainey examined by the Chairman.

27141. You are a member of the Ballymena District Council?—I am.

27142. And you have been requested by that Council to come before us?—Yes.

27143. You wish to speak merely as to the railway accommodation in your district?—Yes; very much. I might add that when I was nominated three others were nominated with me, and different sections were left to them to deal with. I will confine myself to the business within my own cognizance; but they asked me to add one or two points.

27144. First—Are you satisfied with the facilities now in operation for the shipment of goods across the Channel?—Dissatisfied.

27145. What is your grievance?—One grievance we have is that our goods train leaves too early in the day.

27146. At what time does it leave?—The goods have to be in at a quarter past two and the boats sail at 9 and 9.15 p.m The distance by rail from Ballymena to Belfast is thirty-three miles. The boats sail at 9 and 9.15, one to Heysham and one to Fleetwood, and the other to Liverpool. The goods must be in the station at 2.15.

27147. And the train leaves at three?—Three o'clock.

27148. What is your suggestion?—Our suggestion is, that the train should start about 5 o'clock from Ballymena, or later if possible, which would give them ample time to get to Belfast.

27149. Is it a single line?—No, a double line from Ballymena.

27150. What are the goods principally?—The goods I speak of are bacon and hams for the English market—that is my department.

27151. I suppose you have represented this to the railway company?—Oh, yes, several times.

27152. What was their answer?—That the train had so many places to call at.

27153. That's what I thought—the intermediate stations?—But we think, from the importance of Ballymena, that there should be special trains for us from Ballymena. Our reason is that the competition is so keen that if our agents in London or Bradford don't get our orders by one o'clock they can't touch them. We say that the company would increase their traffic by it.

Mr. Hugh Rainey, Representative of the Ballymena Urban District Council.

27154. In other words, that the later you could deliver the goods the more it would be for their advantage?—Yes.

27155. *Mr. Sexton.*—Are there many intervening stations?—A good number. There are a good many to Antrim and other stations. For a long time Ballymena had two railways, one the narrow gauge, but now we are entirely in the hands of a monopoly. Mr. Cowie helps us all he can.

Loss to Ballymena traders by the amalgamation of a competing line to Larne with the Northern Counties Company.

27156. *Mr. Acworth.*—The railway you speak of went to Larne?—To Larne. We would have been satisfied with it but it became the property of the Northern Counties Company and does not compete at all.

27157. *Chairman.*—With regard to grain you complain that there are different rates for different people?—Yes.

27158. But the circumstances are not the same—are they?—Not all the same. They give special facilities to a trader in Ballymena for quantities of 200 tons. He is charged 3*s.* a ton on that from Belfast, whilst they charge us 4*s.* 9*d.* We say that that is unfair.

Alleged preferential treatment of a Ballymena grain merchant by the railway company.

27159. We had all this in evidence before, from Derry?—We say they should give us cheaper facilities than Derry. I should say that they give the same trader a station to himself. That is an advantage to that trader, because he can cart his stuff from the station without delay. When we send our carts to the station we have to wait; whereas this other trader has the special station, from which he can cart without any interference. It is a passenger station converted into a special station.

27160. Have you represented that grievance to the railway company?—We have talked about it, and they have answered the question by saying that unless we take 200 tons we cannot get facilities; and we say that they would not give us room to bring 200 tons there, and store it until removed.

27161. You never offered them 200 tons?—I did not.

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Mr. Hugh Rainey. Representative of the Ballymena Urban District Council.

27162. Two hundred tons does not mean 200 tons carried on the same day?—I don't know what their meaning is.

Mr. Cowie.—One consignment.

27163. *Chairman (to Witness).*—What is your complaint as to the rate for bacon from Ballymena?—The usual terms were from Belfast to the Midlands of England, 30*s.* a ton; and then they gave Ballymena a through rate of 32*s.* 6*d.*

Complaint as to excessive rate for bacon from Ballymena to English stations *via* Belfast compared with rate from Portadown.

27164. That was favouring Ballymena?—It was charging half-a-crown additional. We don't complain of that.

27165. What is your complaint now?—That in places like Portadown they deliver that bacon from Portadown through Belfast to the Midlands of England at 24*s.*

27166. *Mr. Acworth.*—Do you say from Belfast?—

Witness.—I say from Portadown through Belfast. Belfast has the same rate. They charge the same, because they look on Portadown as a competing place. That is to say, it can go by another port—Greenore.

Colonel Hutcheson Poë.—Two companies carrying at the same rate—one from Belfast and one from Portadown.

27167. *Chairman (to witness).*—Have you any complaint as to passenger accommodation?—They charge us too much.

27168. What do you mean by "too much"?—The return ticket from Ballymena to Belfast is 4*s.*, and the single fare, 2*s.* 6*d.*

Proposed reduction in the passenger fares between Ballymena and Belfast.

27169. What do you suggest?—We think that half-a-crown would be a sufficient return fare. They carry a good many passengers by train from Ballymena at 1*s.* 7*d.*

27170. By excursion trains?—Yes.

27171. The ordinary railway fare is not above a penny a mile?—Not from Belfast. 2*s.* 9*d.* would be a penny a mile. It is 3*d.* under it.

27172. And the return fare is not two single fares?—No, it is less—4*s.*

27173. Then, there are special tickets at special times?—Yes.

27174. What more have you to complain of?—I have not put anything about passenger fares into the abstract. I think the rates are fair, although I think they could be less.

27175. You consider that they are fair?—I consider them fair, but I consider that they could be less. We think that the other rates from Belfast to Ballymena are excessive. I had it from an authority that I can't doubt that twenty years ago an account was kept by an official or officials which found that Ballymena paid 17½ per cent. of the traffic, the trade was so good.

27176. *Mr. Acworth.*—Was that on the narrow gauge line?—(*Witness*).—No, on the broad gauge. The officials took the trouble of keeping a separate account for Ballymena.

27177. *Mr. Sexton.*—Was the Belfast and Ballymena ever an independent railway?—It was.

27178. What did it pay?—I could not tell you; it is so long ago.

Examined by Mr. Acworth.

Increased competition of Portadown with Ballymena owing to favourable rates to English stations.

27179. These rates from Portadown and Belfast of 24*s.* have been introduced lately?—I should say fully two years ago.

27180. They have made large reductions by these rates?—Yes.

27181. And no reductions in the Ballymena rate?—No.

27182. The competition that was before quite small became very large?—That's so.

27183. Well, I daresay the railway company will give reductions?—I want to mention about the flax-seed traffic.

Mr. Cowie.—The rate from Portadown is the same as the rate from Ballymena. There are certain rebates given by the steamship companies.

Witness.—I saw accounts showing that a man paid 24*s.* a ton for bacon coming to him through Belfast, whilst we pay 32*s.* 6*d.*, less 2*s.* rebate to Leeds and Bradford.

27184. *Mr. Acworth.*—Who claimed the money; was it a claim made by the delivering railway company?—He showed me his rates. I believe it was the London and North-Western Company.

27185. Your complaint about the 200 ton man is that whilst you paid, for anything over five tons, 4*s.* 9*d.*, there was a drop in his case to 3*s.*?—Exactly.

27186. That is your point?—That is my point. There is 1*s.* 9*d.* given as a concession, which is unfair to the trade.

27187. Did you complain to the railway company?—I did.

Mr. Cowie.—The rates are 3*s.* a ton for 200 ton lots; 4*s.* for 100 ton lots; 4*s.* 6*d.* for 25 ton lots; and 4*s.* 9*d.* for 5 ton lots.

Witness.—No such rates were ever quoted to me.

27188. *Mr. Acworth.*—Is that all on the rate-book?

Mr. Cowie.—Yes.

27189. How long have they been on the rate-book?—For a very long time.

Witness.—I sent my head clerk to the station and he had difficulty in getting to know of the 3*s.* rate.

27190. *Mr. Sexton.*—Have you ever looked at the rate-book there?—No.

27191. Had your man to ask for it?—He had, and got the rate-book, and saw it with difficulty. No other rates mentioned.

27192. *Mr. Acworth.*—You haven't gone to the Board of Trade?—We had a Railway Commission in Ballymena at one time, and I acted as the mouthpiece for a number of traders, and we had two firms in Ballymena strong with me, and we did our best to get the rates reduced as low as possible; but when this concession was made there was a complete collapse and I was left high and dry. I was advised if I put the matter into the hands of a solicitor, he could compel a refund of 1*s.* 9*d.* With regard to the flax-seed traffic——

27193. *Chairman.*—It is a very large traffic?—A very large traffic. It is carried to Coleraine from Rotterdam on a through rate of 20*s.* a ton. The charge from Rotterdam to Ballymena is 24*s.* 6*d.* a ton. They give you a slight rebate, but they say that it is not to be mentioned.

27194. *Mr. Sexton.*—The distance that is thirty-three miles shorter pays 4*s.* 6*d.* more. You at Ballymena pay 4*s.* 6*d.* more than they do at Coleraine.

27195. *Colonel Hutcheson Poë.*—I suppose it is from Rotterdam to Derry?

Witness.—No; direct to Coleraine. They bring it all the way to Coleraine at 20*s.* a ton, and we say that the same company should not charge more to Ballymena when they take it from that to Coleraine, which is thirty-three miles farther.

27196. *Chairman.*—Who makes the sacrifice?

Witness.—I never could find that out. I would guess that both are mixed up in it.

Examined by Colonel Hutcheson Poë.

27197. With regard to the bacon traffic, does the steamship company give you back 2*s.*?—Yes.

27198. That brings it down to 30*s.*?—Yes.

27199. Do they give the same rebate to the people at Portadown?—On the same footing as being the same distance; but now they have a reduction of 6*s.*

27200. Does that include the rebate?—I think it does. A gentleman showed me his invoice at 24*s.* a ton.

27201. You have not tried to get the Ballymena rate brought down?—I have, and got no satisfaction.

27202. Has your experience with regard to the taking over of the Northern Railway by the Midland Company of England been that it has been advantageous to you?—I fully expected that, when the Midland Company went into competition with the London and North-Western we would get some redress and additional facilities, but I am sorry to say that there has not been any change. They have charged us the same as before.

27203. Would you prefer the former control to that of the Midland Company?—I could not say that. I am always looking for improvement.

27204. I suppose you admit that they have greatly benefited and developed the tourist traffic?—They have, and it requires more development. It is a splendid traffic. I have been asked by one or two Ballymena men to say that there is great difficulty in getting the cattle traffic to Belfast. There are two trains from Ballymena to Belfast—one at 12.30 and the other at 2.15. We must deliver the goods at 2.15. It goes at 3 o'clock. We think there should be a train about 5 o'clock, so as to catch the boats of that night. They should be put up and fed. In place of that they are driven straight to the boat, which I think is wrong.

27205. Has 2.15 been the hour for the last eight or nine years?—It has.

27206. The steamboats up to two years ago sailed at 8 o'clock; when they put the hour farther back did you urge that as an argument in favour of getting the trains you want?—Yes.

27207. In the old days they made the train as late as possible; and now when the boats are sailing at half-past ten you consider that the railway company should follow the steamers?—Nine o'clock and 9.15 are the last boats.

27208. You want the trains put back as well as the boats?—We think they should do that with all the trains. There are two opposition sale-yards—those of Colgan and Robson. None of the existing trains catch the sales of the day. You have to send them the day before.

27209. *Chairman.*—At what time are the sales?—They start at eleven o'clock in the morning. Consequently the cattle have to be sent the day before and kept all night in Belfast at our expense.

27210. Is that a fancied or a real grievance?—It is a real grievance.

Suggestions as to an improved train service for cattle from Ballymena to Belfast.

27211. *Mr. Sexton.*—How could it be amended?—By starting a train at 5 or 6 o'clock in the evening from Ballymena for cattle and for goods. In the morning we have a motor train at 8.30 or something later. They should put a wagon or two on it for cattle. They won't take goods unless you pay 25 per cent. more.

27212. *Lord Pirrie.*—I was a director on that line for many years, and I never saw any deputation asking for what you urge

Witness.—My points were always put before Mr. Cowie, and I always found him a very decent man.

Railway Company's explanation of present service for cattle.

Mr. Cowie (*Manager, Midland Railway—Northern Counties Committee*).—As to any later train departure than 3 o'clock, some of the steamships sail from Belfast at 8 o'clock and others at nine; and there are three o'clock and eight o'clock boats for Glasgow and Greenock. Furthermore the shipping companies have been complaining about the late delivery of goods to them, and are contemplating giving us notice that they won't receive any goods after half-past seven.

Witness.—We should have a special train, and if it left at five o'clock it would be there at seven.

Mr. Cowie.—We have a goods train leaving Ballymena between 7 and 8 o'clock in the evening. We do bring cattle by a morning passenger train, charging 25 per cent. extra.

Witness.—If I send by that night's train the places are closed up, and the cattle are allowed to lie there.

The Commission then adjourned till the following morning at 11 *o'clock.*

FORTY-SIXTH PUBLIC SITTING, SATURDAY, OCTOBER 12TH, 1907,

AT 11.0 O'CLOCK, A.M.,

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C. Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH,

Mr. GEORGE E. SHANAHAN (Secretary).

Oct. 12, 1907.

Chairman.—Before we commence our proceedings, I understand that Colonel Hutcheson Poë wishes to say something in reference to a matter that was referred to some time ago.

Letter from Messrs. Guinness, Son & Co., Ltd., on the subject of rates on home grown barley.

Colonel Hutcheson Poë.—With your permission, I would like to call attention to some evidence given in the course of my examination of Mr. Richard Walsh, of Castlebellingham, before this Commission in London on the 3rd of July. Mr. Walsh was giving evidence with respect to what he considered the alleged high rates for the conveyance of barley from Dunleer to Dublin, among other places; and from his answers, and from information at my disposal, I put a question to him asking whether, in his opinion, the rates charged by the railways were so high that as a matter of fact they prevented Messrs. Guinness from buying as much barley in Ireland as otherwise they would have done. His reply to my question was that that was the case. Subsequently Mr. Tatlow, Secretary to the Irish Railways Committee, communicated with Messrs, Guinness, as he had had nothing brought to his notice as to Messrs Guinness complaining of the high railway rates. Mr. Sutton, managing director of Messrs. Guinness, wrote in reply a letter, which perhaps I had better read.

"St. James's Gate Brewery,

"Dublin, 23rd September, 1907.

"VICEREGAL COMMISSION ON IRISH RAILWAYS.

"DEAR SIR,

"Referring to our interview with you on Friday last, the 20th inst., and to the point submitted by you arising out of the evidence of Mr. Richard Walsh before the above Commission,

"It is not correct to state that the rates charged by the Irish railway companies for the transit of barley influenced Messrs. Guinness in the purchase of foreign barley, such purchases being regulated by manufacturing requirements only. We desire to mention, for your information, that the Company have always given a preference to Irish-grown barley, and have been prepared to entertain the purchase of any surplus of any Irish barley of malting quality offered to them, this practice on their part being adopted irrespective of any question of the Railway Company, or the transit facilities afforded by them.

"Yours faithfully,

"P. Pro. Arthur Guinness, Son & Co., Ltd.

"(Signed), CHARLES E. SUTTON,

"Managing Director.

"J. Tatlow, Esq.,
"Irish Railway Clearing House,
"5 Kildare-street, Dublin."

I need hardly say that my question to Mr. Walsh was not intended in any way to reflect on Messrs. Guinness, who, of course, naturally, have to buy their material in the cheapest market, nor was it intended to reflect on the railway companies, who are presumably the best judges of the rates that their traffic would bear. I only wanted to ascertain, so far as it was possible to do so, whether in the opinion of this particular witness and other witnesses the rates in their experience did act as a deterrent. In view of the answer which has just been read from Messrs. Guinness, showing that the matter of the rates does not influence them at all in respect of their purchase of Irish barley, I think it only fair to them and to the railway companies to make this explanation.

Mr. Tatlow.—I may just say I had an interview with Mr. Sutton, managing director of Messrs. Guinness, on this subject. After the evidence that was given I thought it only right to see him about it, and he stated that the Irish railway rates had nothing whatever to do with their purchases of barley, and practically that they had no complaints to make about them; and I may also thank Colonel Poë for kindly clearing the matter up now.

Chairman.—I think it just as well that it should have been cleared up.

Mr. Sexton.—Of course it may be observed that the witness, Mr. Walsh, made a statement which was open to cross-examination, and the other statements so far have not been the subject of cross-examination. Whatever Mr. Walsh said might have been cross-examined on. The rest are *ex parte* statements.

Chairman.—It was stated that Messrs. Guinness were precluded practically from buying barley in Ireland when desirous of doing so in consequence of the high rates. Now they say that that is not the case.

Mr. Sexton.—Still, on examination the matter might be usefully developed.

Mr. PATRICK K. O'SULLIVAN examined by the CHAIRMAN.

Mr. Patrick K. O'Sullivan, Cattle Trader, Cork.

27213. You are from Cork, I believe?—Yes.

27214. And you are engaged in the cattle trade?—Yes.

27215. That is a very important trade in connection with Ireland?—It is, in connection with the South of Ireland particularly.

27216. You wish to confine your evidence wholly to the cattle traffic?—Yes; I wish to confine it to the cattle trade.

27217. What particular counties do you refer to?—To Cork and Kerry.

Complaint as to late arrival of trains at Cork with cattle for export.

27218. What particular railway?—The Great Southern and Western.

27219. Are the facilities given, in your opinion, adequate for properly developing this export cattle traffic?—We think the Great Southern Company lacks in not having our cattle sent away early enough for our local boats to leave that night. Very often the cattle do not get home until after the boat leaves, and it is a great inconvenience and loss to us to hold the cattle until the next day, and probably lose the market.

27220. To what ports do you at present ship?—We send to London principally, most of our people, and to Bristol and Norwich.

27221. To what Irish port?—Cork.

27222. Have you any special complaints or grievances with reference to the way in which your cattle are carried to Cork?—I have no objection to the condition in which the cattle are carried, but they come too late for our boats. Our boats leave in the evening.

27223. The trains are so arranged that they arrive late for the steamer?—Yes.

27224. That is what you complain of?—That is what we complain of. If the railway people attended to it that could be easily remedied.

27225. Is it a booked train or a special train?—A special train. The stations I complain most of are Rathmore and Millstreet. The empty trucks invariably don't get there until 11 or 11.30 in the morning. Consequently there is not ample time to get them in time for the evening boat. If they arrived two or three hours earlier the cattle would be loaded in time. The cattle are on the ground and often have to wait two or three hours to be loaded, owing to the company not having the necessary trucks there.

27226. Is that a regular thing or an occasional thing?—It occurs frequently.

27227. So frequently that it is injurious to the cattle trade?—Yes, and so frequently that I am compelled very often to avail of passenger trucks, which mean a charge of 33 per cent. more. If we are apprehensive of our cattle losing the boat we engage a passenger truck and pay 33 per cent. more for it. That is frequently done.

27228. Is there a regular cattle traffic from the two stations to which you refer?—On fair days.

27229. How often are the fair days?—Every month.

27230. What I gather you mean is this, that on those particular fair days the cattle trucks should be at the station earlier than they are now, so as to enable you to get the cattle to the port?—That is the complaint.

27231. Have you represented this to the railway company?—As often as we write to the railway company we get an acknowledgment of the letter and no more.

27232. Is this a serious complaint?—It is, for people dealing with cattle, especially people like mine, who deal principally in young cattle for London. They are like mackerel. They have got to be cashed at once. You cannot keep them on a journey. They melt. They deteriorate.

27233. Assuming that the cattle from those fairs get to the port after the departure of the steamer they have to remain over until next day?—Until the next night.

27234. At your expense?—At our expense.

27235. And the detention naturally deteriorates, to some extent, the value of the cattle?—Yes, and very often they lose the market for which they are intended.

27236. In England?—Yes.

27237. Is there any other complaint with reference to your cattle traffic that you wish to mention?—Yes. I think Cork is rather handicapped. We are perpetually looking for a through rate *via* Cork to ports in England and we cannot get it, and we are also looking for a through rate *via* Dublin to Glasgow from Cork and we cannot get it. About a month ago I went to Killarney at the last fair and I asked to book my cattle *via* Cork to London and they said they could not do it. They would book *via* Waterford, Rosslare and Dublin. I could not understand why we could not get a through rate *via* Cork as well as *via* those ports.

27238. What steamship company sails from Cork?—The City of Cork Steampacket Company. They are anxious for the through rate, but the Great Southern won't give the through rate.

27239. If I remember, the steamship company is a very old company and has been running for many years?—Yes.

27240. I remember it forty years ago?—Yes. It is running a long time.

27241. There was a Mr. Pike chairman?—Yes; he was the old chairman.

27242. He must be dead fully twenty or thirty years?—Fully that.

27243. You can get through rates through these other ports, but not through Cork?—Yes.

27244. And Cork is the most convenient place for your shipments?—Yes, and we could better attend to them and feed them in Cork than by sending them *via* any other port, such as Dublin, Waterford, or Rosslare.

27245. Can you tell us why there are no through rates for the steamship company to Cork?—We had a conference with Mr. Neale, representing the Great Southern Company and the Harbour Board in Cork, and representatives of the Cork Steampacket Company. For seven years they have been agitating about through rates *via* Cork and the Great Southern won't give them. They will give them by giving themselves the heavy end of the rate, but this the Cork Steampacket Company cannot do. What I mean to convey is, that they would give the rate if they would get the freight locally.

The G. S. & W. Railway Company alleged to be responsible for the absence of through cattle rates *via* Cork.

27246. *Mr. Sexton.*—You mean if the steamship company gave them as much of the through rate as would be equal to the local rate?—Yes; if it was equally divided. The contention of the Cork Steampacket Company is they want all the local rate to Cork and not the fare divided up with the City of Cork Steampacket Company.

27247. To let the steamship company take only the fraction of difference over between the full local rate and the through rate?—Yes.

27248. *Chairman.*—Do you do a lot of the loading of cattle at these stations yourself?—It ought not to be the case, but in urgent cases, when we want to get away quickly, my men and myself attend to it.

Inadequate help at cattle loading banks for trucking cattle.

27249. Have you any complaint about the assistance given by the railway companies?—Yes. I think they are working shorthanded at some of these stations. At that station of Rathmore, frequently my man and myself have got to attend to the calves. Very often I could not see a railway porter at all. There might be one or two, but that would not be sufficient.

27250. That complaint, I suppose, has been brought under the notice of the railway company?—As I said, it is utterly useless to be making complaints to the railway company. They will acknowledge the receipt of the complaint, but we will hear no more about it.

A recent general improvement in working on the G. S & W. Railway system admitted.

27251. *Mr. Sexton.*—The cause of complaint is not amended?—It is never amended, but I must admit that the service on the Great Southern system has improved very considerably during the last two years. It is a lot better than it used to be.

27252. *Chairman.*—Then your complaints were practically based on what took place two years ago?—I am complaining now of what took place last year in these particular stations—Rathmore and Millstreet.

27253. But there has been an improvement?—A considerable improvement.

The necessity for the provision of more covered cattle trucks.

27254. There has been an improvement altogether in the mode of transit; in the construction of the cattle trucks and the way in which the cattle are treated?—Yes, but still a big percentage of the trucks are uncovered, which, I think, is an injury to the cattle. Cattle remaining for hours in a train in uncovered trucks are bound to retain the wet on their skins; they have no means of shaking it off, which, I believe, must be an injury to the beasts.

27255. Are all the trucks open?—Not all, but only a small percentage of them are covered.

27256. The modern trucks are covered?—Yes.

27257. The new ones?—Yes.

27258. *Mr. Tatlow.*—I might say that all the companies in rebuilding the cattle trucks are putting roofs on them now.

27259. *Chairman.*—The new trucks are all covered?—Yes, but they have the remainder already built, and they will not be dispensed with for fourteen or fifteen years.

27260. At any rate, so far as the export of cattle is concerned you think it would be a great advantage if the trucks were covered?—I believe it would be a great advantage.

Local cattle rates excessive.

27261. So much for the assistance given by the staff; what about the rates? Are the rates satisfactory?—No. I consider the rates high comparing them with other places. For instance, we are charged £3 14*s.* a truck from Cork to Dublin. The man to whom I send calves in London can have his calves from Rotterdam to London for less than it costs to send them from Cork to Dublin.

Comparison of the cattle rates for Cork to Dublin and Rotterdam to London.

27262. That is sending them all by sea, by direct steamer?—He tells me that the freight on calves is about 3*s.* 6*d.* apiece. The freight we have to pay from Cork to Dublin is £3 14*s.* a truck, which works out at about 3*s.* 9*d.* apiece. We put twenty calves in a truck.

27263. Are there direct steamers from Cork to London?—Yes, but the system would be obsolete. Cattle would not be sent that way.

27264. The time occupied is too long?—Yes. They leave Cork on Sunday and would not get to London until Tuesday.

27265. You don't complain of the full truck rates so much as where there is not a sufficient number to fill a truck?—Yes. I complain they charge two-thirds

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Mr. Patrick K. O'Sullivan, Cattle Trader, Cork.

of the whole for a half truck. If I put twenty calves on a truck they will charge me two-thirds for ten.

27266. The whole truck is used for the smaller quantity?—Yes, of course.

Suggested reduction in the "half truck" cattle rates.

27267. What do you suggest they ought to do?—I think if I took ten, or half a truck full, the charge ought to be half that for twenty.

27268. That is your suggestion?—I think it would be a feasible suggestion, and reasonable, too.

Excessive rates for horses and colts in trucks.

27269. Well, we will take your opinion; do you deal in horses, colts?—No, but friends of mine are dealing in them. I took exception to the charges for horses or colts from Castleisland to Cork. They charge 13*s.* for a colt from Castleisland to Cork, and you can put seven in a truck, which is £4 11*s.* a truck, and you can get a truck of cattle for £2 2*s.*

27270. Is the same truck used?—Identically the same.

27271. In the case of the colts it would cost £4 11*s.* and in the case of the cattle £2 2*s.*?—Yes.

27272. That is less than half?—Yes.

27273. You think that is an injustice to those dealing in colts?—I fancy it would be an inconsistent system to work on.

State purchase of the Irish railways recommended, but centralisation of management considered undesirable.

27274. Did you consider the question generally with regard to all the railways of Ireland as to whether it would be an advantage to the country if they were either worked by some authority in Ireland or were purchased by the State?—My opinion is it would be better if the State had the railways. I believe it would increase our facilities. With increased facilities you must expect increased trade. That is my feeling about the matter. But when we do get the State to purchase I hope that the whole of the management will not be centralised. I hope we will get portion of the management at our end in Cork.

27275. Why? Let me see if I follow what you mean. Do you think it would be an advantage if the whole of the railways were purchased by the State and that the management of the railways should be in Irish hands? Is that what you mean?—That is my opinion.

27276. Having an Irish authority you would not split that authority up into various places?—I feel that Cork end ought to get a portion of the management there. It is a very important end of the line.

27277. Why not Belfast?—I am contending for my own side. The Belfast man will contend for his side.

Examined by Mr. Sexton.

27278. Where have you found these comparisons between railway rates in Ireland and in other countries?—I forget now where I got these figures, but they have not been contradicted by anybody

27279. If you could verify them it would be very important. At least some of us are convinced that rates in Ireland are higher than anywhere else, but if we could have precise particulars on the point it would facilitate us very much, and for this purpose, perhaps, you could refer us to the source from which you obtained these figures?—I will endeavour to do so. If I can I will do so.

The granting of through import rates rather than for exports alleged to be detrimental to Irish trade.

27280. We hear a great deal about the refusal of through rates to Irish exporters, but very little of refusal of through rates to importers into Ireland. They are offered every facility to come into Ireland?—That is my opinion.

27281. Anyone who wants to import goods into Ireland to get an advantage over Irish manufacturers can obtain a through rate without trouble?—I never heard they were refused.

27282. But it has been a very common incident in the course of this inquiry to hear that through rates are refused on one pretext or another to Irish exporters who want to reach English markets. Is that a fair administration of the railway system?—I consider it a great injustice to the Irish people.

27283. The refusal of a through rate both incommodes and penalises the traders to which it is refused?—That is my opinion.

27284. The exporter is delayed; he has to have repeated bookings, and he pays more for the service?—Yes.

27285. You complain that cattle are loaded so late that they miss the boat; that you pay 25 per cent. more for greater despatch; that there is an insufficient staff on occasions; that the charges are unreasonable and that the rates are excessive. Do you consider that these evils would be most likely to disappear if the railways were worked as a unit system under a public authority?—That is my belief. They could not be any worse, any way, and the probability is they would be better.

27286. That is what you might call a pessimistic view of the present and a cheerful view of the future. I take it from your complaint that on the occasion of a fair at Rathmore or Millstreet you have neither sufficient men nor sufficient trucks?—Very often my men and myself have to open the trucks and get the calves into the trucks.

27287. That is because the Great Southern Company have to depend on their own staff alone, and possibly they do not find that staff equal to the call made for a particular place, but if the whole of the railways of Ireland were in the one hand and all the men and all the rolling stock at the disposal of one authority, would there be anything easier than to detail a staff and trucks to any point at which they might be wanted?—I think it could be very easily managed.

27288. Fairs and markets occur at different places at different times. Nothing more is wanted than to have a small reserve of men, who could be sent where they were wanted with the trucks, and if that were done these complaints would disappear?—Certainly.

27289. It is not very likely that a public authority would persist in sending trucks to Rathmore three hours after the fair, with the result that cattle are kept twenty-four hours in transit, are deteriorated in quality, and lose a market?—That invariably occurs.

27290. No public authority could stand a week over such a system as that?—Not at all. It would not be permitted. It would paralyse our trade if it continues much longer.

27291. And the public authority would get into very warm water if they did not remedy it immediately?—They would be sure to.

27292. Then again, if you had a public authority do you consider that continued complaints from year to year would be met by a mere acknowledgment and no more?—No. I am sure they would investigate the matter, look into it, and see what could be done to remedy it.

27293. Surely if they treated substantial complaints with acknowledgments and no more, then being public agents or public authorities they would either have to deal with these complaints or lose their places. Do you agree that the public authority or public agent managing the Irish railways would be likely to lose their places if they went on acknowledging complaints and doing nothing more?—That is what you would expect. Last year, some time last winter, there was a man of mine went to Abbeyfeale to buy some cattle. He bought two trucks of cattle. When he got to the station he found it was utterly impossible to get a truck. The trucks were engaged. One man had his topcoat in one; there was a stick in another, and one of the human family was standing in another; so he had to stay there until 11 o'clock at night, and he never got home to Cork until 6 o'clock next morning. I may remark that the local people there called a public meeting and protested against the action of the railway company. I think the parish priest presided on the same day and protested strongly against the way the Great Southern Company had treated the people at that particular fair of Abbeyfeale.

27294. Would you say that a public system of dealing with the whole country would be likely to bring more order and method into the service of the railways than is illustrated by that incident?—Of course they could not think of doing anything like that. If it was in the hands of a public authority they would not be permitted to do anything like that.

27295. Could a public system tolerate the refusal of through rates to Cork while every other port was allowed to have them?—I don't think it would.

27296. It sins against the principle of impartiality, which ought to be, I should think, the first principle of transit. Are not the railways now the highways of the country?—They are.

27297. Is not it evident that so far as possible those who want to use those highways should be allowed to use them on even terms?—That would be justice.

27298. And particularly that the railways of the country should not be used to the advantage of the importer of goods from other countries and to the disadvantage of the Irishman who tries to find a market for his goods in his own country. Do you agree with that?—Yes.

27299. You naturally desire that the Irish authority which you wish to control the railways should represent the whole country?—Cork should have its share in the management is my individual opinion.

27300. Of course, if the authority were established, then Cork or any other important centre should have such representation on the constitution of the directing body as would insure it due attention?—I think there is nothing to prevent it.

27301. There would be a governing body, a directing authority, and Cork, no doubt, would have a local depot or department of management for the South. In these circumstances, I should think, you would probably agree that there is no danger that the interests of Cork would be neglected?—We would have implicit confidence, I think, in an Irish authority if we had it.

27302. It seems to be obvious that Irish grievances are more likely to be met and satisfied by an Irish authority than by any other; is that obvious to you?—It is.

Examined by Mr. Acworth.

27303. You say you think it is hard that you should pay for ten beasts two-thirds of what you pay for twenty?—Yes.

27304. Look at it from the railway company's point of view. The railway company have got to run the whole truck, have not they?—They have. They would run the whole truck with one beast as well as with ten.

27305. They cannot run a half truck?—No; they cannot.

27306. Do you know that it costs them as much practically to run the truck when it is half full as when it is whole full?—Very often they run a lot of empties on a train with nothing in them.

27307. If you want to send ten beasts you have got to send a truck?—Yes.

27308. They are only getting two-thirds as much money?—Yes, but they are only carrying ten beasts.

27309. The railway company lose because you are not sending twenty beasts?—A man may have the price of ten and not of twenty. Small men must be considered as well as big men.

27310. You see that the railway company lose; you are paying more per beast, but they are earning less in the total?—What I suggest is that if half a truck be taken they are amply paid by taking half a truck charge.

27311. Then they would stand all the loss and you would not be losing at all?—I don't see where the loss comes in if it is £3 for a whole truck load and if they get 30 shillings for a half load.

27312. Would not they be doing just as much work as before by hauling the whole truck and getting only half the money. Look at it from that side. I don't think that it is fair to regard one side only?—I look at it from a purely independent side.

27313. I won't say any more. You see what I mean. You told Mr. Sexton you wanted public authorities because you think they would manage the thing better?—I feel they could not manage it worse than at present.

27314. You said that the Great Southern system has got much better during the last two years?—I admit they have improved, but they are not approaching anything like perfection yet.

27315. I don't suppose they are. I don't suppose they ever will in this wicked world; but you do want the public authority because you think they will do the work better?—Yes, and cheaper.

27316. Suppose you could be persuaded—I don't say you can—that the public authority would not do it either better or cheaper, would you still want it?—I don't think that would be at all possible. They are bound to do it better. They cannot do it worse.

27317. You have told us that the Great Southern did it worse two years ago?—Yes. They have improved.

27318. Then it could be worse than it is now. Suppose the public authority were such a body as the Great Southern was two years ago would you want them?—I think that would not be possible at all.

27319. Suppose they were, would you want them?—That would be supposing a very unnatural thing.

27320. You are quite convinced that the public authority would be better?—Yes.

27321. *Mr. Sexton.*—The railway company might have to use a truck for one beast?—Yes.

27322. Would that be a reason why you should pay at the rate of a whole truck for the beast?—I think it would be very hard.

Mr. Acworth.—It would be a reason why you should pay more than one-twentieth of a truck.

Mr. Sexton.—On your principle the company should be paid for the whole truck if there was only one beast in it.

Examined by Colonel Hutcheson Poë.

Ineffective representations to the Department of Agriculture.

27323. With reference to the grievances from which you suffer, have you made any representation to the Department of Agriculture?—Yes; we have. We submitted our complaints to the Department and it wound up with the same result.

27324. I was rather struck, on looking over the last report issued by the Department and just published, with the fact that out of some forty-nine complaints with regard to rates, speaking generally, only one had reference to cattle. With regard to twenty-seven complaints as to delays in transit only one had reference to cattle also?—Complaints are very often chucked into the waste paper basket, I suppose, and the Department don't commit themselves to anything, but merely transfer the responsibility to the railway and then nothing more is heard about it.

The record of the Department's work with regard to traders' complaints.

27325. I am sure you don't wish to do the Department any injustice, nor do I wish to stand up in its favour, but the report shows forty-nine complaints, and in twenty-three cases there was very substantial redress given by the railway companies. In other words, in half the complaints which they investigated they got substantial redress for the complainants, and in reference to the complaints regarding delays they also got substantial redress. That is last year. Their action has been very successfully employed, and I only put it to you whether it is quite fair to say that they put complaints into the waste paper basket when the figures speak for themselves and their action has resulted in what I have stated?—I have no record of the figures, only my own personal experience, that if you send on a complaint to the Great Southern you hear no more about it. I am only speaking of my own personal concerns.

27326. The different cases which are given in the Department's report speak for themselves. I understand you to say you consider that Cork is disadvantageously placed with regard to Dublin and Waterford?—As regards through rates.

The extent of the cattle shipped from Cork and the importance of the trade.

27327. I see that Cork exported 73,000 cattle last year, which is one-fourth of the cattle exported from Dublin, and rather more than one-fourth of what is exported from other ports, and more than half what is exported from Belfast; so I think that in itself substantiates your grievance that the Cork traffic is so considerable that it is entitled to better treatment?—We think it is entitled to a through rate at least.

27328. That export of cattle represents a very considerable value?—It does. It is the staple industry of Munster.

Recent improvements on railways and steamboats as regards cattle transit.

27329. Looking at the Department's return, I see that last year the value of the live stock exported was £13,000,000, of which cattle accounted for about £9,000,000. This shows the importance of the cattle trade and the necessity of providing proper accommodation on steamers for the cattle. Have you anything to say with regard to that? Has the action of the Department been successful in getting improvements in that respect?—The accommodation is a lot better than it was on board steamers. We have no reason to complain now. At one time we had many causes for complaint. The cattle were packed as tight as sardines in a box. Now that is not done. Whether the companies are not permitted or not I do not know.

27330. Is it also the case that the railway companies in several cases have provided extra pens and increased facilities for loading trains at their stations?—Yes, still there is a great shortage of hands in loading cattle.

Further improvements required.

27331. But as regards the loading accommodation, a substantial sum of money has been put aside by several railway companies?—Yes, but in several places the sidings are too short and the cattle would get away much earlier if the sidings were sufficient.

27332. I think you will find that provision has been made in this present year by some of the railway companies for this?—In this particular place, Rathmore, I drew Mr. Neale's attention to the insufficient siding. They have plenty of ground if they would utilise it for a siding, which would load the cattle more expeditiously.

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Mr. Patrick K. O'Sullivan, Cattle Trader, Cork.

27333. That has been represented to the Great Southern?—Yes. It has been represented through Mr. Neale, and he said he would have it attended to and nothing has been done since.

Examined by Lord PIRRIE.

The extent of witness's traffic from Cork.

27334. From the evidence already given you are a very large shipper from Cork?—Yes. I ship a good number of cattle.

27335. Have you any idea of the number you ship in the year?—Between 5,000 and 6,000 beasts, to London and Glasgow principally.

27336. That includes the calves?—Yes; principally calves. I send some strong cattle to Glasgow.

27337. Glasgow is the principal market for cattle?—Yes.

27338. And calves are your principal export?—Yes.

27339. And you send 5,000 or 6,000 calves out of Cork?—Yes; to London, and some of them are for a very peculiar purpose—for vaccination purposes. They extract the vaccine from them.

27340. How do they go to London?—By Fishguard

27341. That is the new route?—The train would go to Rosslare from Cork and the boat would go to Fishguard.

27342. The cost from Cork to Dublin or by the route you are sending is 3*s*. 9*d*. per calf?—No; what I say was from Cork locally to Dublin would be £3 14*s*. per truck.

27343. You would be able to put twenty into that?—Yes. I was not talking of the number when I spoke of the Dublin traffic. I only spoke of the calves coming from Cork to Dublin.

Cost of conveyance from Cork to London.

27344. What is the price from Cork to London?—£7 per truck. They allow twenty-five for a truck. It strikes about 5*s*. 6*d*. a beast. It used to be 7*s*. 6*d*. until we got up an agitation some five years ago.

27345. *Chairman.*—5*s*. 6*d*. per head from Cork to London?—Yes.

27346. *Lord Pirrie.*—That is what it costs you today?—Yes.

27347. That does not seem a very excessive price?—The Dutchmen get it for a couple of shillings less. We still think we are charged too high, but we are infinitely better than we were four years ago when we paid 7*s*. 6*d*. for those particular beasts, and we now pay 5*s*. 6*d*.

27348. You said you could not send the cattle by sea from Cork to London because the time occupied by the journey is so great?—Yes.

27349. You were speaking of calves, not cattle?—It would apply to cattle also. No one would think of putting cattle on board on Sunday and taking them on Tuesday.

27350. Cattle go to London from distances far greater than from Cork to London. The journey occupies eight days, and the cattle are heavier when they get to London than when they leave either New York, Boston, or Montreal. If you got a sufficiently low rate would you not be disposed to send them by the long sea route?—No. It is an obsolete system, because we have got to work our money expeditiously. Everything is run expeditiously now. If I buy cattle on Saturday I wish to have them in London on Monday morning, while if I sent the cattle by the other route they would not be in London until Tuesday evening. In the second case I would be waiting for my money, while in the other case I would have my money on Monday morning and be buying another lot.

27351. You don't agree with the evidence we had that cattle do not suffer as much on board ship as on the trucks?—A great deal depends on how they are loaded. If you give them ample room in the trucks they are all right, but if you put them in too tightly they suffer on the steamer or in the truck. It all depends on the loading.

Mr. WILLIAM O'REILLY, D.L., examined by the CHAIRMAN.

Mr. William O'Reilly, D.L., representative of the Louth County Council.

27352. I see you are from the Louth County Council?—Yes.

27353. You are a deputy lieutenant of the county?—Yes.

27354. You have been deputed by the Louth County Council to give evidence before us?—Yes.

27355. Did they pass a resolution on the subject?—They did not pass a resolution, but I got the opinions of all the members of the County Council as to the present system of railways, and it was to voice their opinion as well as my own that I came up.

27356. You are authorised to speak on their behalf?—I am.

Unsuitability of the present system of railways in Ireland to the development of local industries.

27357. Do you agree that the present system of multiplicity of railways in this country is to the advantage of the country?—I think it is intensely to its disadvantage, because it acts against the necessities of this country, which I think are rather exceptional.

27358. You think the requirements of the country itself are exceptional?—The requirements of the country, I think, are exceptional.

27359. I suppose they are exceptional in this sense, that the trade of the country is made up of what I may call retail business as compared with wholesale business in Canada and America?—That is part of it.

27360. That is one of the points?—Yes.

27361. There is a large number of small industries? Yes, undeveloped industries.

27362. With regard to rates and fares generally do you wish to make any remark?—I don't think it is worth while making any particular remarks as to rates. I did not prepare myself to make any specific complaints against individual railways. I am going rather on the broad lines of the general system, and I think you have got a lot of men from my part of the country, as well as from the rest of Ireland, who could give you accurate information as to these things, which they know personally better than I could myself.

Instances of anomalies in rates on the Great Northern (I.) Railway.

27362A. Then I will confine my questions to general subjects, rather than go into details?—I gave one or two instances of how the rates operate under the system which I deprecate to handicap the smaller industries, but they were only isolated instances. I have a case of artificial manures from Dublin to Castlebellingham, which is, I think, absolutely exorbitant, and which comes to twopence a ton a mile.

27363. What is the distance?—Forty-two miles.

27364. What is the rate?—6*s*. 9*d*. a ton.

27365. From Dublin to Castlebellingham?—Yes. Dundalk is a further distance, 54½ miles, and the rate is four shillings. Why it should be nearly one half less than to Castlebellingham I don't know, except that Castlebellingham needs facilities more than Dundalk.

27366. I suppose there is direct steamship competition?—I suppose that is it. To Castleblayney, which is inland, it is 7*s*. 10*d*.

27367. It is inland?—Yes. It is half as far again as Castlebellingham, and is only 1*s*. 1*d*. more. It is inland just as well as Castlebellingham.

27368. Those are what you consider anomalies of rates that you bring under our notice?—They are anomalies of rates which support my contention.

27369. They may be explained by the railway companies?—They may possibly be explained by the railway companies, but my view is that the better case you make for the individual railway companies the worse case you make for the system.

27370. With regard to the rate from Dundalk, you mention here that they have been enormously reduced—from where?—From Dublin or Belfast, by the coasting steamers.

27371. Have they been enormously reduced?—I am told so by a man connected with the steamship company.

27372. Was there any reason given why they were reduced?—His reason was that the railway company had a monopoly, and when the coasting steamer was started in opposition the railway company reduced the rates in order to cut out the steamer; and, if they were able to cut out the steamer, they would have a monopoly again.

27373. I suppose it was in order to keep the traffic they had previously carried?—Yes.

27374. Instead of allowing it to be taken from them by the steamer?—Yes. It is a perfectly legitimate operation on the part of the railway company.

27375. That is no disadvantage to the district?—It is a disadvantage if the large powers of the railway company can crush out a small struggling steamship company, and then go back to the former rates. It is an eventual disadvantage.

27376. Have they gone back to the old rates?—No.

They have not crushed out the steamers yet. It would be a danger if they did succeed.

27377. There is nothing wrong in a railway company trying to keep the traffic they had from others?—Nothing wrong in the world.

27378. With regard to these guaranteed railways, have you anything to say upon the general question?—I have taken the Ardee extension. That is the case with which I am most particularly connected. It runs from Dromin to Ardee. It is a small railway, only a few miles long. Ardee was without railway facilities and the whole of that district was without railway facilities, and the Ardee branch was made, which was, to a certain extent, an advantage to the agriculturists of the district. At the same time there is the guarantee on it, on which the barony of Ardee has to pay £800 a year, which absolutely discounts the benefit which it would otherwise receive from it. I think we have had evidence given from Ardee itself directly about the baronial guarantee; but the guarantee is called up because the only credit that is given to the guarantors is for the actual traffic carried between Ardee and Dromin. They get no credit whatever for the traffic that is carried on the main line, which would never be carried on the main line at all if it were not taken by the Ardee branch. So we suffer by having to pay the baronial guarantee. In fact we have to pay ourselves for the railway facilities which we get, and we don't get any credit whatsoever for the benefit conferred on the railway.

27379. What you mean is this. You think, in justice to the small railway, they should not only be credited with the actual receipts of that line but that the big line which is getting the traffic should give a rebate out of their profits to the benefit of the little line. Is that your point?—That is my point.

27380. That is a fair suggestion to make. That is done in some cases in England?—I believe it is. I have been told so.

27381. *Mr. Sexton.*—Voluntarily?

27382. *Chairman.*—Yes. That is to say, the little line gets a rebate from the large company, for all new traffic carried over that railway. (*To Witness*)—You think if that were done here the payment of that guarantee would disappear?—It would be considerably reduced.

27383. Do you want to say anything generally about the other light railways in the country?—No; I do not.

27384. You think they should be all treated in the same manner?—Yes. These branch lines being feeders to the main line, which are only made on a guarantee from the ratepayers, should be made without requiring any guarantee from the ratepayers, because they are necessary for that portion of the country, for the district, and any good which the district gets from having the railway made is discounted by having to pay the guarantee. We have been told—I don't know whether it is true or not—that those branch feeding lines never do pay of themselves, and therefore the guarantee is practically always called up.

27385. I suppose you agree with the other witnesses we have had, whatever the guarantee may be the railways themselves, independently of the guarantees, have been of great benefit to the district?—The railways themselves have—yes.

27386. Have you considered the general question as to what would be greatest benefit to this country in regard to railways?—May I say something of the want of connection between the lines which I had put down in my précis.

27387. I thought you had covered it by what you said about Ardee?—No. My point is, you have these ordinary branch lines to feed the main line. They don't connect with the Ardee line. The Ardee line is feeding the Great Northern. It goes a little towards the west. There is a western line a little further on.

27388. Which line do you mean?—I mean if you want to get from Drogheda to Mullingar, you have various branches going into a large square district there. You have one going to Carrickmacross, one to Ardee and one to Oldcastle. None of these are connected with the yellow lines on the left, the one to Mullingar in fact. (*Indicates on map.*)

27389. *Mr. Acworth.*—Is the line from Mullingar to Kells being made?

Mr. Tatlow.—They got an Act and their powers lapsed.

27390. *Mr. Sexton.*—There are four loose ends in this district—Cootehill, Carrickmacross, Kingscourt, and Ardee?—If it were made we would have to pay a guarantee. Of course the guarantee, we were told, would never be called up. I won't say anything about that.

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Mr. William O'Reilly, D.L., representative of the Louth County Council.

Proposed connecting line between the Midland Great Western Railway and the Cootehill, Carrickmacross, Kingscourt, and Ardee branches.

27391. *Chairman.*—Your point is, it would be an enormous advantage to the whole district if those lines were connected up with other lines?—Yes. You cannot get cattle at present from the West except you go an enormous distance around. A case was given to me some days ago of a man who bought sheep at Ballinasloe. He wanted to get them down to Dunleer. Instead of being able to get them by a direct way he had to send them around by Dublin. The cattle were wagoned at Ballinasloe at nine o'clock on the morning of Wednesday, September 4th, and they did not reach Dunleer until six or seven o'clock on Thursday evening.

Instances of excessive delay in transit of sheep from Ballinasloe to Dunleer.

27392. *Mr. Acworth.*—There is a tremendous crush of traffic at Ballinasloe?—Yes. He says—"The sheep were so dirty and hungry you would not know they were the sheep I bought, and they did not recover for a week, and the dirt of the wagon is on a number of them still." If there had been proper facilities for taking cattle and sheep away from Ballinasloe and a proper route to bring them, I don't see how that could have occurred. He told me not only that, but owing to the circuitous route they take when they started, there were three wagon loads together, and two wagon loads arrived, I think, eight or nine hours before the third; so that they got broken up on the road and did not all arrive by the same train or at the same time.

27393. *Chairman.*—Just one or two questions about the railway system generally. Have you considered whether it would be to the interest of the country to have the railways become the property of the State?—Yes.

27394. Tell us in your own words what is your view on that question?—My view is that the railways should be acquired by the State by purchase or otherwise and should be handed over to some central authority in Ireland to control and direct; that is to say, a central authority in Ireland would appoint its own managers and so on, but the managers of the railway would be responsible to some Irish authority, whatever that authority might be.

State ownership of the railways under the control of an Irish central authority recommended.

27395. That is the opinion of your Council?—Yes, and mine.

27396. *Lord Pirrie.*—You seem strong on the point that railway companies frequently, owing to the competition of steamers, reduce their rates so as, in your own words, to crush out the competition and then go back to the old rates; am I to understand you would not object to that if there was some rule or law that the railway companies, having once reduced those rates of their own accord for the purpose of retaining their traffic, should not be allowed to increase those rates again without permission from some proper authority?—That would be a great benefit to the district. Competition lowers rates, and that would be a benefit to the district.

The powers of the Court of the Railway and Canal Commission as to the arbitrary raising of rates, even when lowered to kill competition.

27397. Once you got them lowered?—If you keep them down then it would be a good thing.

27398. You would be satisfied?—Yes.

27399. *Sir Herbert Jekyll.*—Perhaps you are not aware that a railway company once it reduces its rates cannot raise them again arbitrarily without being subjected to challenge before the Court of the Railway and Canal Commission, and justifying their action?—No. I was not aware of it, but I presume they would be allowed to increase their rates within the statutory limits.

27400. That would be within the discretion of the Court. It is a very strong obstacle to the raising of the rates?—I was not aware of that. I am very glad to hear it is so.

Examined by Colonel Hutcheson Poë.

27401. With regard to these former rates, you say, complaining of the rate from Dublin to Carrickmacross, sixty-eight miles, 14*s.* 8*d.*, that it contrasts with the same rate from Dublin to Dundalk, fifty-four miles, 6*s.* 4*d.*?—Yes.

27402. You say the actual maximum charge for conveyance for a distance of fifty-four miles to Dundalk would be 8*s.* 1*d.* exclusive of terminals, so that, as a matter of fact, the railway company forego 1*s.* 9*d.* on the conveyance on that short distance of their line from Dublin to Dundalk?—Yes.

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Mr. William O'Reilly, D.L., representative of the Louth County Council.

27403. Whereas the maximum rates for conveyance from Dublin to Carrickmacross is 10*s.* 1*d.* exclusive of terminals. The actual rate charged for that is 14*s.* 8*d.* In other words for Carrickmacross, a distance of sixty-eight miles, they charge pretty nearly the full maximum rates for conveyance and terminals?—Yes.

The injustice of penalising non-competitive places in the matter of rates.

27404. In the other case they charge very little more than half of the conveyance rate and forego the terminals altogether; you can put it in that way?—Yes.

27405. That in your opinion constitutes a great hardship on the Carrickmacross and other inland stations where there is no competition booking?—Yes.

27406. With regard to what you describe as the "loose ends," these are in addition to the Ardee line, the Carrickmacross branch, one from Ballybay to Cootehill, and one to Belturbet, do you know is there any guarantee payable on any of these extensions?—I do not.

27407. On the Ardee line the district pays £800 a year?—Yes.

27408. That means a cost of construction of £20,000 at four per cent.?—That would be something like it.

Amount of guarantees payable on the Ardee and Belturbet branches.

27409. I think there is also a guarantee payable in respect of the Belturbet branch?—I think there is.

27410. I think there is a sum of £340 a year payable in respect of the Belturbet Branch guarantee. Suppose these extensions were continued and joined on to some of the existing lines as you suggest, the guaranteeing areas, which have already had to pay such a considerable amount, would hardly be prepared to give any further guarantee?—I should not think so.

The improbability of any new lines being guaranteed.

27411. Then you would not expect that those extensions could be made by the railway companies under existing conditions?—It would not be to the advantage of the railway companies to do it, I suppose.

27412. The only way you can hope to get those extensions made and the loose ends connected up with the other systems would be by some unified authority?—Some unified authority so that the railway systems would not have certain districts to themselves, and that it would be immaterial whether they connected them or were disconnected with them.

Proposal to hand over the control of the Irish railways to the General Council of County Councils or a similar Irish body.

27413. With regard to control, do I understand you to say you would be prepared to hand over control of a unified system to an Irish authority?—Yes.

27414. What would that Irish authority be?—There are no existing bodies that are at all competent, unless something like the General Council of the County Councils; but whether that body or some bodies which might be established in the future ought to take control I cannot say. There is practically no central representative body in existence at presnt except that.

27415. So far as you are concerned, you would be satisfied to entrust the control and administration of the new system to such a body?—I would.

27416. Do you think the existing shareholders would be prepared to accept the security of such a body?—I don't know. I think a great many of them would. They would hardly be shareholders for long.

27417. Then they would have to be bought out?—Yes.

No injustice on any parties concerned apprehended from this transfer.

27418. You think such a body as that would be able to finance the question themselves?—I think so.

27419. You don't anticipate there would be any injustice inflicted on any of the parties into which this country is divided by such a body?—I have not the smallest doubt on that subject.

Colonel Hutcheson Poë.—I am glad to hear you say so.

Examined by Mr. Acworth.

The present railway system intrinsically bad and unsuitable to the needs of the country.

27420. I did not follow what you meant when you said the better case is made for the railway companies the worse for the system?—Because the present system of railways in Ireland is intrinsically bad for the country. Of course, if the railways themselves work badly and unjustly individually, then it is still worse, but if the railways under the present arrangement are doing the best they can and the best that can be expected of them, then I say it shows still more than the whole system is wrong.

Question of the Ardee line guarantee; unsatisfactory action of the Grand Jury.

27421. Assuming that the railways are doing all they can, the result is very bad and proves that the system is bad?—Yes.

27422. About the baronial guarantee, there might have been a bargain that the Great Northern Company should account for a certain amount of the profit contributed by the branch to the main line?—Yes.

27423. There was not any such bargain?—No.

27424. Your county authority agreed to the existing bargain under which the Great Northern got the best of it?—Yes.

27425. And it went before the authority in Dublin, and they agreed to it?—Yes.

27426. You say it was a very bad bargain?—Yes.

27427. Does not that seem to show that public bodies are very bad hands at making bargains?—I think the public authority that made that bargain was not a particularly good hand at making bargains. The body that made it was the Grand Jury.

Mr. Croker Barrington, Solicitor.—That particular guarantee was authorised by Act of Parliament. It did not go through the course you suggest.

Mr. Acworth.—Still it is the same thing. The Castle would not be concerned, but the authorities in London, and the local body in the county, in both cases, would have to consent.

Mr. Croker Barrington, Solicitor.—The authorities in London would have to be satisfied that the local authority had made this bargain.

27428. *Mr. Acworth.*—Your argument would be, you trust the existing authorities to make a good bargain: the present democratic County Councils you could trust?—To make a good bargain?

27429. Yes?—I don't think you would have the same case of making a bargain.

27430. Would not you have to make a bargain with every trader about his rates. Is not it a commercial business all the time?—Yes; but I am not at all satisfied that such a body would not be a better hand at making a bargain.

27431. That is your point. The old county gentry were bad at it, but the modern democratic body is better at business?—That is putting it rather wide. You want me to hit myself rather badly. I am a Grand Juror myself.

27432. You turned over a new leaf when you got your new body?—I was not in the country at that particular period; but I think other bodies might be better business men, better makers of bargains, than the old Grand Jurors were, and, after the number of years that have elapsed, and the experience of guarantees in the past, there would be more care taken in the future.

27433. You think even a public authority can learn?—Yes. Even a public authority is susceptible to information.

*27434. Just one other thing which is a very serious point. We should all agree it would be a great advantage to the County Louth if you could carry these lines to the West and make better connections. That is obvious. Anybody can see that. You would agree with me that those lines won't pay their working expenses and 4 per cent. on the capital?—I dare say they may not.

27435. Then how is the money to be found?—The money is to be found, because if the whole system were unified it would not matter so very much as at present if an individual portion of the line did not pay, provided the whole line paid.

27436. But take it this way: the whole of the lines are only just paying a bare 4 per cent.?—I think they are paying a larger percentage than in England.

27437. It is 3·81, or something of that kind. There is not much margin. If you make these extensions with new capital you cut down the dividend all round?—You might. I am not prepared to say absolutely that you would.

27438. It will tend to?—Yes.

27439. It will tend to counteract the increase in profits from the other lines?—Yes; if it does not develop fresh ones.

27440. Let us hope it will develop something; but, having got a lot of new capital to meet, do you think there is really much hope of getting much more out of the existing railways, directly, to meet that new capital?—Yes. I think there is a great deal.

27441. You think that the trade of the country can grow a great deal?—I think it can grow very considerably.

27442. Do you think that private capitalists would trust to that, or would you have to have a State guarantee and that the capital would be necessarily borrowed on the security of the State. Could you get

* See Appendix No. 10.

it on the security of the railways entirely?—I don't know whether you could get it on the security of the railways. I think you could get it on the security of the State.

27443. I don't doubt that, but you agree it cannot be raised on the security of the railways unless the State revenues were behind it in some shape?—I suppose it hardly could be done.

27444. I am not asking about any particular bit of line, but on the general question?—Yes; because very probably they would do what you say. There would be the expenditure of a certain amount of capital, which would be unremunerative at first, and you would have to wait for the returns which would come in from it.

27445. You would agree with me further, that what you contemplate broadly is agricultural development?—Yes, because agriculture is the main industry of the country

27446. That must, in the nature of things, be slow, because it implies raising new cattle, and a change of habits, so you agree it would have to be slow?—Yes, but the agricultural industry is not the only industry.

27447. No, but it is the principal one?—It is.

27448. And your district is especially an agricultural one?—Yes.

27449. So you would have to contemplate deficits to be faced at the outset?—Yes.

27450. If you went into a large policy of that kind?—Yes.

Examined by Mr. SEXTON.

27451. If the public credit, whether that of the Imperial Treasury or an Irish Executive authority, were applied to purchase of the Irish railways, would not it be your opinion that there would probably be a surplus out of persent net profit after paying the annual charge of financing the transaction?—The present net profits of the railways.

27452. Yes?—I think so.

27453. That is to say, you think the annual charge for a loan to finance the Irish railways would be less than the present net profit of about £1,600,000 a year?—Yes.

27454. That would be the first surplus?—That would be the first surplus.

27455. To work one system would be cheaper, as compared with working seventeen or twenty-seven systems?—Yes.

27456. That would be the second and the larger surplus?—Yes.

27457. There you have two lines of reserve against any deficit?—Yes. You have a reserve against a deficit. Whether the reserve would meet the deficit would depend on the amount of expenditure immediately unremunerative.

27458. But that would be within the control of the authority?—It would, certainly.

27459. Something has been said about Grand Jurors; but an ex-Grand Juror can say that they should cut their coat according to their cloth, and that they should not embark on an enterprise beyond their financial resources. It would rest with the authority to say how far they would go?—Certainly.

27460. Let us say there is a surplus of £200,000 a year that would arise upon purchase, and a further surplus of a quarter of a million, which is a very moderate estimate, upon unified as against fragmentary management, you would have a sum of half a million or so out of which to provide the cost of making feeding lines and knitting together the loose ends and so on?—Yes; but whether that would be looked upon as a sufficient security by everybody, which is what I understood Mr. Acworth to say, would be a different thing.

27461. To whom do you refer by everybody?—The public at large, I think, either by the State, who is to pay for purchasing it, or by the shareholders who might take shares in it.

27462. If you have a first surplus of £200,000 and a second surplus of a quarter of a million, and if behind that you have the rates of the country, have you not a security at which Shylock himself would not frown?—Certainly.

27463. Which, I believe, settles the question conclusively as far as security is concerned?—Yes, with the rates of the country behind it.

27464. If the Treasury feel squeamish about the security for the loan have you any doubt that a proper Irish authority with rating powers could raise enough capital to finance the transaction, after the shareholders who were willing to agree to conversion had taken their stock?—Not the smallest doubt.

27465. You evidently have no distrust whatever of the capacity or good faith of Irishmen to manage their own affairs?—Not the least.

27466. You have been asked would the shareholders be willing to accept the security of a system governed by a Committee of the County Councils, and you think they would?—I think the majority certainly would.

27467. And you would add that any of them not satisfied could take their money?—Yes.

27468. Does that leave any opening for complaint?—I don't think so.

27469. As to the question of injustice, solemn suggestions are made about possible injustice. Do you think there is anything so peculiar about our country or its people that a body of Irishmen selected by the people for a business matter cannot, whatever their political opinions may be, work together in a reasonable, common-sense manner for the good of the community? No. I don't think so. I have never found it is.

27470. You have had experience as a Grand Juror, a country gentleman, and in various ways. I don't suppose anybody knows the community better than you, and that is your testimony?—That is my experience.

27471. You say here, very strongly, that the backward and exceptional conditions of Ireland are due to exceptional and artificial circumstances, and, to raise these conditions, as you express it, to the normal level, must require exceptional and artificial means. The economic condition of Ireland is greatly due to the operation of laws?—So I have always understood.

27472. Trade laws, navigation laws, corn laws, laws for the repeal of corn laws, laws passed for the convenience of other countries, without regard to ours; is that not so?—That is so. That is what I mean by artificial causes.

27473. What law has brought about law should amend?—Exactly.

27474. Therefore, we have an irresistible case for asking for such a modification of our railway system as will give the Irish exporter a fair chance in Great Britain, as against the Continental exporter, and will give the Irish manufacturer a chance of selling his own goods in Ireland?—Certainly.

27475. Do you think it is fair or reasonable to suggest that Great Britain would stoop to boycott Irish exports unless Ireland abandoned her efforts to develop or establish some manufactures for herself?—I have a better opinion of Englishmen than that.

27475A. So have I.

27476. *Chairman.*—I don't think that has been suggested.

27476A. *Mr. Sexton.*—I have so interpreted some suggestions. (*To the Witness*).—About these rates you have mentioned in your precis. You say that the rates to competitive points, such as Dundalk, and points that are close to competitive points, are dictated to the railway company by the circumstances; but still you would say that the rates of which you complain are excessive?—Quite excessive.

27477. It is one thing to justify a rate to a competitive point, and another thing to say that much higher rates must be placed on places in the vicinity?—Yes. I would say that 6*s.* 9*d.* a ton for artificial manures to Castlebellingham or Dunleer is an excessive rate in itself.

27478. A popular body administering railways would have to take note of sea competition at these points where it existed?—Yes.

27479. But would it be more likely than private companies to take note of the interests of places which, although not benefited by the competition, are so near as to be prejudiced by the low rates to the competitive points?—Yes.

27480. So long as the railways of Ireland are held by a number of private proprietors who do nothing except with a view to profit, and to immediate and certain profit, is there any prospect that the surplus railway accommodation required by the country will be afforded?—I don't think there is the smallest chance of it.

27481. There is no great chance of the Imperial Treasury providing the funds?—I don't know whether there is a chance. They should do it.

27482. The only chance there would be that an authority administering the whole system and having resources in its hands would consider where the public interest justified the expenditure of those resources,

The security of the County Councils would be acceptable to a majority of existing shareholders.

The claim of Ireland to exceptional treatment as regards its railways urged on economic grounds.

More equitable rates and facilities under a State-owned railway system anticipated.

The chances of the Treasury providing funds for purchase.

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Mr. William O'Reilly, D.L., representative of the Louth County Council.

and would not make such expenditure a reason for a special levy upon any district?—Yes.

27483. I think Lord Pirrie made it clear that a railway company is not now entitled by law to raise a rate over the level at which it stood in December, 1892?—Yes.

27484. But it might have been very high in 1892, and they may have lowered it since?—Yes.

27485. They could raise it again?

The legal obstacles to the raising of railway rates above the lowest point fixed.

27486. *Mr. Acworth.*—No. They cannot raise it above the lowest point at which it has ever been placed?—I was not aware of that.

Lord Pirrie.—I don't think the public are aware of the fact.

27487. *Mr. Sexton.*—If they lower it below what it stood at the time that the English companies tried to levy the maximum rates in 1892, they must allow it to stand at the point to which they lowered it?—If they lowered it below what it stood in 1892 cannot they raise it again?

27487A. *Mr. Acworth.*—No. If they are challenged in court they have got to justify it.

27488. *Mr. Sexton.*—I understood that the terms of 1892 were open to them at any time; but I am told that by a recent decision, the lowest point must remain the permanent point. Anyone may go to the Railway and Canal Commission, but that is a very costly remedy?—Yes.

The Court of the Railway and Canal Commissioners an expensive and unsatisfactory tribunal.

27489. Would you say, if that is the only remedy, they can do what they please, as far as the public are concerned?—The general public don't make much use of the Commission, because they find it expensive and unsatisfactory in many ways

27490. It appears to be only a good place for companies to fight each other. You were asked whether the railway companies have not the right to make their rates so low as to carry the traffic that is threatened by sea?—Yes.

27491. Can you tell whether the coasting steamers are doing well?—I believe they are doing fairly well.

27492. I rather gathered that their position was precarious?—I don't really know very much about them, but I believe they were in a fairly good condition. The Dundalk and Newry Steampacket Company, I believe, has been doing fairly well. It has not been doing any great things, but it is struggling along at any rate.

The present railway system lends itself to unfair steamer competition.

27493. They are really at the mercy of the railway companies, because, when you are asked has not the railway company the right to reduce its rates so as to keep traffic that does not conclude the question. Is there not the final question, that the railway company may reduce its rates lower than the point at which it is necessary to put the rates in order to keep the traffic—so much lower that the steamer cannot run any longer?—Yes. That is what I am told was done.

27494. That is inherent in any private system. It would not exist in any public system?—I don't think it would.

27495. The public interest in competition would preserve a public system from such an evil?—Yes.

27496. What is the length of the Ardee line?—I think 4½ miles.

27497. The capital was found by the public by subscription?—I think so.

27498. Did the Great Northern Company contribute to the cost?—I don't know. I am not sufficiently well up in the origin of it.

The financial relations of the Great Northern (I.) Railway with the Ardee line; the position of the guarantors.

27499. At any rate, so far as the capital is concerned, the public did find it—it was found by subscriptions?—The guarantee is for interest on capital.

27500. The guaranteed capital was subscribed by private individuals?—I don't know.

27501. If interest is paid on it it must have been subscribed by shareholders?—The guarantee that we have to pay is to pay the interest. It is not to produce capital. It produces capital of course.

27502. The interest on certain capital subscribed by shareholders?—Yes.

27503. It is not found by the Great Northern Company, nor by the State?—No.

27504. Your experience is you are charged about £800 a year in respect of this line?—Yes.

27505. The Great Northern Company work the line and keep the accounts, and render accounts from year to year which show that the district must pay £800 a year?—Yes.

27506. Do they give credit to the branch line for only the receipts on its own length?—Yes.

27507. But the guaranteed line contributes a great deal of traffic to the Great Northern Railway, not only to Drogheda, Dundalk, and Dublin, but along the whole length of the system?—Yes; because none of the traffic which goes on the Ardee line would go on any portion of the line between Drogheda and Dundalk if the branch line were not there.

27508. Therefore the mileage paid for the 4½ miles of the branch line is only a very minute fragment of the revenue which the Great Northern derives from the existence of this branch?—Yes.

27509. Then is it not a highly artificial and inequitable system for the Great Northern, which paid nothing for the construction of the line, that in allocating the profits they make no allowance for the great accession of traffic which they get, and which costs nothing but to handle it?—It is absolutely indefensible, except on the assumption that they got the better of the Grand Jury in making the bargain.

27510. Surely it must not be said, if people who are unacquainted with the business are drawn into an inequitable bargain, that it ought to stand for ever?—They were the cleverer of the two; but I don't see that it can be defended on any other ground.

27511. This is a question of general interest far beyond the Ardee line, because there may be many cases. Have you thought out any principle of contribution by which a main line deriving traffic from a branch line, which it would not have had if the branch line were not there, ought to make some contribution or credit for the purpose of an account to the revenue of the branch line out of the benefit it receives, so as to limit the levy upon the ratepayers?—I have not thought out any working plan.

27512. Suppose the Great Northern credited the Ardee line, we will say, with £1,000, and derived £5,000 a year receipts from the existence of the Ardee line by mileage on their own system, do you not think some percentage of the increased receipts ought to be credited to the Ardee line for the purpose of equity as regards the ratepayers?—Certainly. What percentage I have not worked out; but a percentage of some sort should be given.

**Witness*, returning, said—Mr. Sexton asked me about the Dundalk coasting steamers, and I believe my answer was entirely incorrect. Those steamers, I have been told, have been discontinued for the last six weeks.

27513. *Lord Pirrie.*—The railway company have not raised the rate?—No; not to my knowledge.

27514. *Mr. Sexton.*—The reduction of the rate by the railway company has not only kept the traffic, but crushed the opposition?—I presume that that is so. I have only just got the information, as a matter of fact.

27515. *Lord Pirrie.*—Were you not pleased to hear from Sir Herbert Jekyll and Mr. Acworth that they cannot raise this rate now, the steamers being off?—I am delighted to hear it.

27516. *Mr. Acworth.*—That helps the Dundalk people, but it does not help you?—It does not help me. It does not help Castlebellingham.

27517. What you have to do is to go and tell the Railway Commission that they are giving Dundalk an undue preference?—To go to the Railway Commission would mean a very expensive, slow, and unsatisfactory process.

27517A. Of course; and it would take a good many tons of artificials to pay the expenses.

Mr. S. P. Preston examined by the Chairman.

Mr. S. P. Preston, representative of the Irish Commercial Travellers' Association.

27518. Now, Mr. Preston, I think you are a member of the Irish Commercial Travellers' Association?—Yes, sir, and have been honorary secretary.

27519. Do you appear before us in your individual capacity or as a representative of that body?—I appear as delegated by the Association, and likewise with the approval and support of the North and West of Ireland Association. Our Association numbers 337 members, and the North and West of Ireland 473 members, so that touches 800 members; and then we have the sympathy and support in this matter of a great many commercial travellers who are not members of the Irish Association.

27520. But in the early part of this inquiry we

* See Appendix No. 10.

had a member of your Association before us?—No, sir; not from the Irish Association, but from a branch of the English Association, the United Kingdom Association.

27521. But this is purely Irish?—These two associations are purely Irish.

27522. Of course you are more particularly identified with the passenger arrangements of the railways?—Yes, sir; our evidence is confined to matter connected with the passenger traffic exclusively, of which we claim to possess a unique experience.

27523. Yes, we know that. I think it will shorten the proceedings if you will just be kind enough to answer two or three questions about the passenger rates. First of all, are the ordinary fares, in the judgment of your Association, fair and reasonable?—We are more particularly interested in the third-class fares, as we generally travel third-class, and the ordinary third-class fare is the usual penny a mile, and of course with that we cannot find any particular fault; but in the course of my looking into this matter I found that in England and Scotland the third-class fares are in many cases under a penny a mile. They are sometimes three farthings, and they are even a halfpenny a mile.

27524. That is for return tickets?—For single tickets. Of course the return ticket would be in some cases double the single fare, and in other cases half again; and so on.

27525. Of course it is easy for you to say this, but can you give us cases?—I can, sir. I can give a number of cases. Now, the third-class fares from Glasgow, taken at random out of a railway guide, to seaside places are generally a halfpenny a mile, the ordinary third-class fares. And then I have a number here, taken at random, where three farthings per mile is charged, from Glasgow to Ardrossan, Hollybush, Bishopstown and so on. I just take these at random, and of places under three farthings per mile there are eight or nine, and for slightly over three farthings there is quite a number.

27526. One question on that. These are all examples of Scotch railways?—Yes.

27527. Now, have you any examples of English railways?

27528. *Mr. Acworth.*—Are these all on the Clyde?—No; Aberdeen is not on the Clyde; and Perth, Stirling and Edinburgh, these are not on the Clyde.

27529. *Chairman.*—Now, have you any English cases?—No, sir, I have not. I think they are all a penny a mile in England.

27530. We know they are not, but generally speaking they are?—Generally speaking.

27531. So much for the third-class fares?—On the Irish lines the single third-class fares are always the full penny.

27532. Now, what about the second-class fare?—Well, now, as to the second-class fare, you will notice by our abstract that we place first in point of importance to us personally the question of reduction of the second-class fares. We give figures showing in Ireland the difference between third and second-class fares, and these figures are equal to from fifty to eighty-four per cent. of an increase on third-class fares, while in England the difference on the one great line, the London and North-Western, and on other lines varies between fifteen and twenty-eight per cent.

27533. All of which you say there has been given in evidence before, and there is no doubt about it. The simple point is that the second-class fares in Ireland are considerably in excess of the second-class fares in England?—They are, sir, and a very grievous charge on people who travel a good deal, as we do.

Mr. Sexton.—There is a short table there which I should like to see embodied in the evidence, a comparative table of English and Irish second-class fares.

27534. *Mr. Acworth.*—It is all Birmingham, and it is not really varied. You are speaking of instances?—We took Birmingham as being a central town, in the centre of England.

27535. You have only compared one set of fares, from Birmingham only?—Excuse me, we have three or four.

27536. But one terminus is always Birmingham?

27537. *Chairman.*—I think we shall get on better if we take it in order. Now, the second-class fares in Ireland, we take it from you, are what percentage over the third?—From fifty to eighty-four per cent. over the third.

27538. Whereas in England, on the North-Western, you state that they are about ten per cent. more?—They are ten per cent. on the London and North Western, with very rare exceptions.

27539. On the other railways they vary from fifteen to twenty-five per cent. over the third?—They are from fifteen up to, say, thirty per cent. on the other lines.

The probability of reasonable second-class fares leading to increased receipts on the Irish railways.

27540. Now, leave it there with regard to second-class fares. What about the preference given to cross-Channel passengers?—Are you going to leave the second-class fares there, sir; because it is a very strong grievance, these excessive second-class fares, their excess over the third. We believe that a reduction of the second-class fares to a point approximating to the average of what is adopted by the English lines would be a great boon to the travelling public in this country, and that, more than that, it will pay the railway companies following that policy. At present only very few commercial men travel second-class, whereas, if the difference was only twenty per cent. or so, representing, say, 2*s.* 6*d.* or 3*s.* from Dublin to Belfast, Cork, Galway, etc., very few commercial travellers would be found in a third-class compartment.

27541. More of them would ride second?—They would ride second, and that would be a clear gain to the railway company; and that is a point which the railway companies might consider, apart altogether from any question of unification or amalgamation, or anything of that sort. We made application to them on that point, and they refused. The next important point that occurs to us is the question of co-ordination between the passenger trains on the various lines.

Serious inconvenience to passengers owing to want of co-ordination in arranging through passenger train services.

27542. Now, what have you got to say about that?—By the want of co-ordination we have a frightful amount of inconvenience caused to the public and to us. Now, under a unified system that would be altogether done away with, and convenient connection would be ensured, and passengers could go from one company's line to another company's line where they came into touch with each other. We furnish, in our abstract some particulars on this head, some details from the North of Ireland, showing the inconvenience imposed on passengers at present, the many delays at junction stations, and the failure of opposing lines to co-ordinate their time-tables and the running of their trains at points where those lines come in contact.

27543. Just give us one or two typical cases?—There are quite a number.

27544. But just give us two or three?—They are very numerous.

Instances of faulty passenger train service connections.

27545. Take out what you consider the most important?—For instance, at a junction, now, as I say, wherever two distinct lines meet, the time-tables are so manipulated as to spoil the connection at present, and I give you, as instances, Cavan, where the Great Northern and the Midland Great Western Railways meet; Cookstown, where the Great Northern and Northern Counties meet; Antrim Junction, where these two lines meet again; Palace East, where the Great Southern and Wesetrn and the Dublin and South Eastern lines meet; and Collooney, which is the most striking case in point. There are three lines running through that little village of Collooney, and each of them has got a station. They have got three distinct stations, and stationmasters and staffs, and if you look at the time-tables you will find that no trains match any other trains on any of the lines, up or down. They do not match.

27546. *Lord Pirrie.*—They are not made to suit the connection?—Not at all. No matter where you are going to or coming from, if you change at Collooney you have to wait two or three hours there for a connection.

The case of Collooney Junction.

27547. *Chairman.*—Just give us one or two examples; I want to get the evidence on this point, so as to have it on the notes?—Well, trains from Enniskillen and the North reach Collooney at 12.15 p.m. 3.36 p.m., and 8.36 p.m. The Midland Great Western trains leave Collooney for Boyle, Carrick-on-Shannon,

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The case of Collooney Junction -*con.*

etc., at 9.34 a.m., 3.33 p.m., and 6.21 p.m. These two lines do not correspond. The Great Southern and Western trains leave Collooney, for Claremorris, Tuam, Ennis, etc., at 9.4 a.m., 12.46 p.m., and 5.42 p.m. They all differ from the others. The Midland Great Western trains from Boyle, Carrick-on-Shannon, and Longford reach Collooney at 10.43 a.m., 1.44 p.m., and 7 p.m. The Great Southern and Western trains from Athenry, Tuam and Claremorris, etc., reach Collooney at 10.12 a.m., 1.55 p.m., and 4.55 p.m. There is only one of these trains corresponding with any other; that is the 1.55, and you could possibly catch that if the train was in good time. And then the trains for Enniskillen and the North leave Collooney at 7 a.m., 10.28 a.m., and 4.22 p.m. They will take a little looking into, to give you the instances of each.

27548. That is quite sufficient to go on the notes. Now, have you got a comparison of Irish and English fares in your table?—I have, sir.

27549. I am not going to ask you a single question on that, but I will give the list as it is to the shorthand writer to be put on the notes, and I will give copies to the railway companies?—Very good sir. Since that list was compiled I made a list of the fares on the different English lines, showing the differences between second and third class, and you have got them all in detail there, if there is any use in it. On different English lines: the North Stafford, Great Western, and so on. They show that the differences are in the fares between second and third on these four or five different English lines.

Mr. Sexton.—This list now going in will be better for you than the other.

CHAIRMAN.—The one I have in my hand, which will be printed, is the excess of second over third class (England), on the North Stafford Railway, the Cambrian Railway, the Great Western Railway, and the London and South Western Railway, and examples are given.

Comparison of Irish and English passenger fares.

COMPARISON OF SOME IRISH AND ENGLISH FARES.

Miles.	From	To	3rd.	2nd.	Difference.	Per Cent.
			s. d.	*s. d.*	*s. d.*	
124	Birmingham, ...	Fleetwood, ...	10 4	11 5	1 1	10
124	Dublin, ...	Kilmallock, ...	10 4	17 0	6 8	64½
143	Birmingham, ...	Kendal, ...	12 2	13 5	1 3	10
144	Dublin, ...	Mallow, ...	12 0	19 7	7 7	63
48½	Birmingham, ...	Leicester, ...	3 2½	3 7	0 4½	10
50	Dublin, ...	Mullingar, ...	4 2	7 2	3 0	72
47½	Galway, ...	Athlone, ...	4 0	6 10	2 10	71
113	Birmingham, ...	Leeds, ...	9 4½	10 4	1 0	10
113	Dublin, ...	Belfast, ...	9 5	15 0	5 7	59
113	Cork, ...	Maryborough, ...	9 6	15 9	6 3	66
50	Birmingham, ...	Northampton, ...	4 2½	4 8	0 5½	10
51	Belfast, ...	Warrenpoint, ...	4 3	6 8	2 5	59
90	Birmingham, ...	Liverpool, ...	7 6	9 6	2 0	26⅔
92	Dublin, ...	Wexford, ...	7 8	11 7	3 11	51
92	Cork, ...	Lisduff, ...	7 8	12 9	5 1	66
38	Cork, ...	Dunmanway, ...	3 2	5 9	2 7	81½
39	Birmingham, ...	Derby, ...	3 3	3 7	0 4	10
51	Cork, ...	Skibbereen, ...	4 6	8 4	3 10	84
51	Birmingham, ...	Crewe, ...	4 4½	5 6	1 1½	26
28½	Belfast, ...	Downpatrick, ...	1 9	2 10	1 1	62
129	Dublin, ...	Tuam, ...	11 11	19 10	7 11	66½

The fares of one Irish line, viz., the Belfast and Northern Counties' branch of the English Midland, are not dealt with in above list, as the second class fares approximate in a striking degree to the English fares, for instance:—

	3rd.	2nd.	Difference.	Per Cent.
	s. d.	*s. d.*	*s. d.*	
Belfast to Ballymena, ...	2 6	3 6	1 0	40
„ Coleraine, ...	4 10	6 2	1 4	27½
„ Portrush, ...	5 5	6 8	1 3	23
Londonderry, ...	7 11	9 6	1 7	20

It will be noticed that as the distance increases the per centum difference in fares decreases.

G. S. & W. charge, 3rd to Limerick, 10/9 for 121 miles, *via* Nenagh—an overcharge of 8*d.*

EXCESS FOR 2ND OVER 3RD CLASS—

ENGLAND.

	Fares. 3rds.	Fares. 2nds.	Per Cent.
NORTH STAFFORD.	*s. d.*	*s. d.*	
Varies between 15 per cent. and 18 per cent.			
Birmingham to Uttoxeter	3 5	3 11	15
„ Stoke, ...	3 8	4 3	16
„ Congleton, ...	4 7½	5 5	17
„ Macclesfield, ...	5 3½	6 3	18

EXCESS FOR 2ND OVER 3RD CLASS—

ENGLAND—*continued.*

	Fares. 3rds.	Fares. 2nds.	Per Cent.
CAMBRIAN.	*s. d.*	*s. d.*	
Between 19 per cent. and 28 per cent.			
Birmingham to Aberystwth, ...	10 3	12 2	19
,, Pwllheli, ...	12 9	15 3	19
,, Barmouth, ...	10 1½	12 7	24
,, Shrewsbury, ...	3 6	4 6	28
GREAT WESTERN.			
Principally 25 per cent., and occasionally runs up to 29 per cent. and 33 per cent.			
Birmingham to Oxford, ...	5 6	7 0	27
,, Hereford, ...	4 7½	5 10	29
,, Kidderminster, ...	1 6½	2 0	29
,, Gloucester, ...	5 9	7 3	26
,, Cardiff, ...	9 0	11 3	25
,, Milford Haven, ...	14 8	18 4	25
,, Fishguard, ...	14 10	18 6	25
Paddington to Alcester, ...	9 0	11 3	25
,, Arley, Staffs, ... (141 miles, 11*d.* under 1*d.* per mile.)	10 10	13 6	25
,, Ashburton, ...	17 5	21 10	25
,, Aberdare, ...	14 2	18 11	33
,, Abingdon, ...	6 6	5 1	28
,, Badminton, ...	8 4	10 6	26
,, Bath, ...	8 11	11 2	25
,, Bedminster, ...	9 10	12 6	26
,, Bideford, ...	16 5	20 6	25
,, Bilston, Staffs, ...	10 3	12 10	25
,, Droitwich, ... (126 miles, 1*s.* under 1*d.* per mile.)	9 6	12 0	25
,, Falmouth, ...	24 1	30 2	25
,, Ilfracombe, ...	16 10	21 0	25
Bridgenorth from Paddington, 3rd, 150 miles, 11*s.* 7*d.*; 11*d.* under 1*d.* per mile.			
LONDON AND SOUTH WESTERN.			
24 per cent. to 26 per cent.			
Waterloo to Basingstoke, ...	4 0	5 0	25
,, Beaulieu Road, ...	7 3	9 2	24
,, Bournemouth, ...	9 3	11 6	25
,, Bentley, ...	3 6	4 4	24
,, Exeter, ...	8 10	11 0	25
,, Fareham, ...	6 2	7 9	26
,, Haslemere, ...	3 7	4 6	26
,, Lyme Regis, ...	12 7	15 9	25
Milborne. Port Somerset, ...	9 6½	12 0	26
,, Newton Toney, Wilts, ...	6 4	7 11	25
,, Portsmouth, ...	6 1	7 8	25
MIDLAND OF ENGLAND (No 2nds).	3rds.	1sts.	
Birmingham to Gloucester, ...	4 6½	7 5½	63
,, Wakefield, ...	8 5	13 8	62
,, Leicester, ...	3 2½	5 3	63

27550. *Colonel Hutcheson Poë.*—I think there must be a mistake in the first table. In the item Cork to Skibbereen, fifty-four miles, it is stated that the third class fare is 4*s.* 6*d.*, and the second class 8*s.* 4*d.* I think that must be a mistake?—It is right, sir. Here is the Guide:—Distance of Skibbereen from Cork, fifty-four miles. Fares—Third, 4*s.* 6*d.*; second, 8*s.* 4*d.*; nearly double.

27551. *Mr. Tatlow.*—I am told there is no second class on that line?—(*Witness*).—Why is it there in the Guide?

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27552. That I cannot tell you. The Cork, Bandon, and South Coast have only two classes. These publications are sometimes incorrect?—(*Witness*).—The first class is 10*s.*

27553. *Chairman (to Witness).*—What book is that?—The Red Guide. It is in all the books. I think there must be a second class fare here.

27554. *Mr. Tatlow.*—The manager of the railway is here, and he says not?—(*Witness*).—Well, it is very curious. There are three classes distinctly stated in the Red Guide. (*Guide handed to Chairman*).

Chairman.—Then you are not to blame at any rate.

27555. *Mr. Acworth.*—How long is it since the second class fares were abolished?

Mr. Kerr (Manager, Cork, Bandon, and South Coast Railway).—Since the first of May, sir.

27556. *Colonel Hutcheson Poë.*—That works out at 2·11 of a penny per mile for second class?—This is the Guide for October.

Mr. Tatlow.—But the manager says that is incorrect.

Lord Pirrie.—Does that show good management?

27557. *Mr. Tatlow.*—It is not a railway publication, and these guides do make mistakes?—At any rate it represents correctly what was previous to the dropping of the second class.

Lord Pirrie.—And then, these are not corrected every month?

Mr. Tatlow.—The railway companies are not responsible for them. The railway companies give information to them; but we have found mistakes in these Guides more than once in my experience.

Chairman.—You will get mistakes in other publications.

Mr. Tatlow.—Everything human is fallible.

27558. *Mr. Sexton.*—You will get mistakes even in Acts of Parliament?—(*Witness*).—Talking about railway fares in Ireland, the difference between first class and third is over 200 per cent. on the third class fare, and in England it is rarely over 60. Some of the English lines, such as the Midland, do not run any second.

The excess of first class fares over third in Ireland compared with England.

27559. Do you mean that the first class is more than double the third?—More than double.

27560. That would be 100 per cent. You do not mean to say that it would be treble the third class fare?—It is 225 per cent. on the third in most cases. It is two and a quarter times more.

27561. That is 125 per cent. over the third class fare, the third class fare being taken as 100 per cent?—We will take a fare from Dublin to Cork, for instance.

27562. It is only a matter of expression?—The third class to Cork is 13*s.* 8*d.* Well, now the first class fare is 29*s.* 6*d.*

27563. That is 2¼ times as much, or 125 per cent. over?—Then I must accept that.

27564. *Chairman.*—Now, I think we have dealt sufficiently with the question of fares, and I will just ask you one or two questions on the general subject. Have your Association had under consideration the question of the purchase of the Irish railways?—We have had that under consideration, and we are in favour of the unification of the lines under some body, some popular body—an Irish body; and, if you will excuse me, there was a resolution passed at our meeting, which I will read for you.

27565. On that subject?—On that very subject.

Resolution of the Irish Commercial Travellers' Association in favour of State purchase and unification of management of the railways under an Irish authority.

27566. What is the date of it?—Last October, when this Commission was commencing, or about to commence. This is it—"Resolved, that this Committee are in favour of the unification of the Irish railways, by means of State purchase, and the placing of the unified system under one general manager, appointed and controlled by a popularly-constituted Irish authority." That was considered carefully, and passed.

27567. Was that passed unanimously?—Yes, sir.

27568. And the Association see no reason to alter their opinion since then?—Not since then, sir. They are stronger on it now than ever before, owing to the publication of the reports of this inquiry. I may say that, in connection with the abstract of evidence submitted by us, the Belfast Association drew the line at that. They wished to pass no opinion on the subject of unification. They say that they had not fully considered that matter, and that they would

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like to reserve their opinion on that subject. They did not disagree or agree with it.

27569. *Mr. Sexton.*—They are not adverse?—They are simply neutral. They wish to consider the matter further.

27570. *Chairman.*—It is the Belfast section of your Association?—No; it is entirely distinct from us.

27571. *Lord Pirrie.*—What are they called—what is the proper name?—The North and West of Ireland Commercial Travellers' Association.

27572. *Chairman.*—Have you got the resolution that they passed?—Yes.

Resolution of the North and West of Ireland Commercial Travellers' Association.

27573. What is the date of it?—February 16. Here it is?—"North and West of Ireland Commercial Travellers' Association, 15 Cameron-street, Belfast, 16th February, 1907. To the Secretary, Viceregal Commission on Irish Railways. At a meeting of above Association, held to-day, and called for this special purpose, it was unanimously agreed that we should present a report to you in support of the abstract of evidence on Irish railways submitted to you on behalf of the Irish Commercial Travellers' Association. We wish to endorse and support every item of their abstract of evidence, and all their contentions and representations contained in said abstract, with the exception of paragraphs 11, 12, and 13, on which subject we do not at present express an opinion. Signed, for the North and West of Ireland Commercial Travellers' Association, Thomas R. Govan, President; Charles M'Dermott, Secretary.

27574. With that exception, the North and West of Ireland Commercial Travellers' Association, are in favour of the resolution which you read?—I say, sir, they do not approve or disapprove of it.

Examined by Mr. Sexton.

27575. Of course your association, as you say, have unique experience of railways?—Oh, indeed, we have.

27576. And of the present effects of railway management?—We are pretty well ground down by them.

Inconvenient passenger train connections at the junctions.

27577. There are a good many junctions in Ireland where two or more lines meet?—There are, sir.

27578. Is what you have said about Collooney exceptional, or typical of what happens at junctions?—It is an extreme case, but it is fairly typical. There are other places where similar things occur, even on one particular line. For instance, if you come down from Cavan, and want to go up to Longford or Roscommon, or any of those places, you have to wait a couple of hours perhaps at Mullingar or Inny Junction; and, if you want to come back, why, you have got to do the same.

Collooney, Mullingar, and Inny Junctions instanced.

27579. Within one system?—Within one system.

27580. At any rate they are not trying to block themselves when it happens on that one system?—I think it is a bad arrangement.

Complaints as to unsatisfactory station accommodation.

27581. You spoke about connections too. This chronic failure to make connection at junctions, is it inevitable or accidental, or is it designed?—It is designed. It is worked out on their own time tables.

27582. For the purpose of not making connection?—Well, I suppose it suits their convenience to run their trains as they do; but it results in long gaps at certain places, which the public have to put up with and to suffer by. It would not be so bad as it is if there was a decent waitingroom or a place to stay in; but the waitingroom and platform arrangements are abominable, and the lavatories and urinals, and everything else are simply scandalous in parts of Ireland. Everyone knows that that travels much.

These anomalies would be corrected under a unified system of management.

27583. Does the fragmentary character of the lines promote this?—Of course it does. Under a unified system there would be no such thing, because the running of the trains would be co-ordinated to suit each other.

27584. The service being framed as a unit, there would be the maximum of probability that there would be good connections?—I think that would be so. Anything else would be a lack of common sense. It is quite a common thing, and I could point you out cases in Ireland when you go to a certain town where another line runs in, and you get there at twelve o'clock and you find the other train gone at 11.50, and then you are left to stay there two or three hours till you get another train. Now, they must do that designedly.

27585. A traveller who gets into Collooney at any time is apt to find that everything has gone?—Collooney is not the only place. There are other places almost as bad.

27586. I think in your draft you give a number of cases where through connections, whether at a junction or not—I suppose it must be at a junction—are not convenient or suitable?—Now, if you are on the Northern Counties line, which is an admirable line, one of the best in Ireland—it is under the control of the Midland of England—and if you want to come, say, to Dublin, or as far as you want to come towards Dublin, from Coleraine or Ballymena or any of those places, you have got two ways. You can go to Belfast and then go by the Great Northern, but you have to wait three hours for a train; and in the same way, if you come down to Lisburn Junction, you have got to wait there for a couple of hours. There are numerous instances of that sort that occur.

27587. The waiting is so frequent and so long that it can only be accounted for by the detached character of the direction, and the unifying of the direction would put an end to that?—Quite so. It seems that they lay themselves out to put obstacles in the way of travellers going from one line to another. Instead of facilitating them they put obstacles in their way.

27588. The companies agree together about rates, so that the public shall not have any benefit from competition, but they combine with each other apparently in these cases to make the maximum inconvenience for the public?—It appears like that. A study of the time-tables would convince anyone that such was the case.

27589. What do you say about this undue preference given to cross-Channel passengers?—Well, there is a certain amount of that. I will give you a curious instance of it. In Belfast, if you come from across the Channel and show your ticket at the station, you get a third-class ticket on the Northern Counties line for a week. You can stay in the train the whole time and go anywhere you like and go up and down in it for the whole week for 10*s*. Should you happen to be residing in Belfast or any other part of Ireland, and not a cross-Channel passenger, you have to pay the ordinary fares. Now, that is a very curious thing.

27590. Is that on the Midland?—That is on the English Midland, the Northern Counties line.

27591. And then, what about a commercial traveller coming from England to Cork?—A commercial traveller coming from England to Cork and back, say from Manchester or London, gets the Irish portion of the journey to Cork and back for 5*s*.; that is, deducting the fare to Dublin from the total of the ticket he gets to Cork and back for 5*s*.

27592. I understand that the Irish commercial traveller going, say, from Belfast to Dublin, if he has a third-class ticket, cannot go by the limited mail?—No, unless he pays extra.

27593. But the traveller from Great Britain starting either from Dublin or Belfast on a third-class ticket, is allowed to go on the limited mail without paying second-class fare or without paying the extra that the Irishman has to pay on the limited mail?—That is quite right. That is quite true.

27594. Have the railway company abrogated that rule?—I think they have been applied to repeatedly by individual commercial men on the subject, but up to the present we have not got any remedy.

27595. You say that your important body travel generally third-class?—I think fully seventy-five per cent. of them do.

27596. I suppose they draw most of the traffic to the railways in Ireland?—Well, of course, now and again the canals get a little of it, particularly when there is a dispute about rates, but the canal traffic, I need not tell you, is very slow and inconvenient.

27597. Then, if the second-class fare were as it is in England, without even going so low as it is in Scotland, a country more comparable with Ireland than England, is, would your body travel second-class?—I am certain that fully eighty per cent. of them would, particularly on the longer journeys, Dublin to Cork and Dublin to Galway, and so on.

27598. And, having regard to the character of the third-class accommodation in Ireland?—Yes, particularly on the Midland line, which is the low water mark of Irish railways.

27599. The Irish Midland?—The Irish Midland. I

have heard the third-class carriages on that line described as a plank-bed on wheels.

27600. *Chairman.*—That is not on the Midland line?—It is, sir, on the Midland Great Western, and you can get evidence to bear out that; and if you were going to Westport upon the plank for eight hours in the middle of winter you would not be the better of it for a long time.

27601. *Mr. Sexton.*—It is worse than even the stationary plank-bed?—I have never experienced that.

27602. You stated that the third-class accommodation was very bad. Is it not quite plain that if the second-class ticket were as cheap as it is in England or Scotland there would be a great increase of men, and especially women passengers in the second-class?—Most decidedly. That is quite plain to anyone who has had experience of this line.

27603. Will you state specifically what you have to say about the third class accommodation?—Of course it varies very much.

27604. It is referred to in the first page of your proof?—It varies very much on the different lines. We have not much fault to find with some of them, and the Great Northern is making efforts; but the other lines, such as the Midland and some of the other lines, are very bad. There is a want of cleanliness, and a great many things, and no enforcement of the rules against smoking, and the carriages are often very dirty, cold, and badly lit; and not alone the carriages, but the waiting rooms, and the platform, and the stations are all alike neglected on some of the best lines—what we might call the best lines, such as the Great Southern, offend in the matter more than they should. The waiting rooms are very poor, and very cold, and badly looked after, and the platform accommodation very insufficient. There are not enough of porters to look after the passengers, and you have to carry your own luggage from one point to the other, and do everything for yourself. A third class passenger would never think of asking a porter to take his luggage for him, even though he was prepared to pay him.

27605. *Mr. Sexton.*—It may be pleaded that the Irish railways usually pay small dividends, and have so narrow a margin for improvement of services that all these faults have to be found with their systems, but is not that a conclusive reason why the transfer to a public system should be made?—Quite so.

Examined by Mr. ACWORTH.

27606. On the question of second class fares, of course, I can quite see it would be an advantage to the passengers if they could get the English system. The English system is a penny and a tenth or a fifth?—For the second class fare?

27607. Yes. It is 10 or 20 per cent. more than the third?—Yes.

27608. No doubt if you got it it would be an advantage to you. But have you looked at it at all from the point of view of the railway company?—I have, sir, and I have a calculation here.

27609. You think more people would go second, of course?—Undoubtedly. Decidedly.

27610. I agree with you; but do you think it would pay the company?—Decidedly. For instance, if they confined the concession to commercial travellers alone, without reducing the fares to the ordinary public.

27611. I am afraid that would not be legal?—But they would get 25 or 20 per cent. extra from a large body of men who are continually travelling.

27612. Let us see. Suppose at present one man in six goes second class?—We have calculated one in five.

27613. One in five, second class?—Do you mean commercial travellers?

27614. Yes. Is that your view?—What would that be?

27615. Twenty per cent.?—Twenty per cent. extra for second class I think a fair rate.

27616. That is to say there are five third class passengers to one second at present?—Yes.

27617. Now, those five third class passengers pay a penny. That comes to 5*d.* per mile?—Yes.

27618. And the remaining passenger pays 1·60 of a penny. And then the six passengers pay, together, 6·60 pence. Is not that what it comes to?—Quite so.

27619. Then, supposing they all went second class, and they all paid the new fare of a penny and a tenth, would not the railway company get 6·60 pence, as before?—They would get whatever was the excess over the third class fare.

27620. They would get 6·60 pence; would not they?—Per mile?

27621. Yes. They would get then the same money as before, but they would be carrying the passengers in second class carriages instead of third?—The same money as before?

27622. The same money as before, but giving better accommodation?—Do you mean to say that if they charged us 20 per cent. extra they would not gain on that?

27623. I am assuming 10 per cent. They would get a little more if they charged 20?—We are asking for an increase of 20 or 25 per cent. to bring the fare to the level of the English railways.

The issue of second class tickets at reduced fares to commercial travellers suggested.

27624. Are you prepared to pay 20 per cent. for it?—Yes.

27625. Do you think that at that rate your own class, in which you are specially interested, would go second?—Yes.

27626. Of course at that rate it would pay them?—Yes.

27627. But I am afraid they could not do it for you only?—I do not see why they should not, for they give concessions to a large number of people at the present time, such as golfers and music teachers and governesses and bookmakers.

27628. I do not know any instance where a railway company gives a particular class of people the power to buy ordinary tickets to go where they like at a special price?—Well, I must say, from my own knowledge, and I have been informed, that hunting men and golfers and delegates attending conferences, and bookmakers attending races, and music teachers, all get special terms. Those are all specially limited tickets, and passengers have not the power to go to the booking office and say, "I want an ordinary ticket at a reduced price." They are limited in some way.

Lord Pirrie.—We have had evidence of that sort about people going to fish.

27629. *Mr. Acworth.*—You have got to produce a voucher, and you can only use the ticket in a restricted area?—What is to prevent a commercial traveller from going to the booking office and saying, "I want a second-class ticket for the price of a third-class and a third," or, "a third class and a fourth," we will say?—Of course it might include having special tickets or else give a voucher to show that he was a properly accredited commercial traveller.

27630. Would you suggest that it would be reasonable for you, as a member of the commercial travellers' body, on production of your ticket of membership, to have a second-class ticket at a price not more than a third or a fourth over the price of a third-class ticket?—Yes, a third or a fourth.

27631. Now, about the other point that you laid great stress on, about train connections. You gave one instance, from Longford to Cavan?—Taking the Longford line and the Cavan line, the Midland runs through Mullingar in three directions. Is that what you are referring to?

Unsatisfactory passenger train service between Longford and Cavan.

27632. You stated they were bad connections?—Yes, bad connections. If you come from the Cavan side or from the North you have to go through Cavan.

27633. You said the connections were bad?—The connections are bad.

27634. The railway system there is in one hand?—In one hand.

27635. The Midland have no interest there in discouraging connection?—Certainly not.

27636. It could not be more in one hand if all the railways belonged to the State?—No, not as far as that is concerned.

27637. Then we may assume they are doing the best they can because it is their interest?—One would think so. It is their interest financially to run them as they are, but it is not the interest of the public.

27638. What I want you to look at is this. How many trains come up every day from Longford to Inny Junction—five?—I think not so many.

27639. I should have thought there were five?—We can easily see. There are three.

27640. *Mr. Tatlow.*—Five is the number?—(*Witness*).—Well, they come in the morning and in the evening and there is a gap in the middle of the day of about six hours.

27641. *Mr. Acworth.*—Supposing you get five trains a day, and supposing your first train is six in the

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morning and your last is ten at night, it gives you sixteen hours, does not it, and that is a train every three hours?—But they are badly divided.

27642. They could not be better than every three hours, could they. If you divide five into sixteen hours you get three hours?—I do not think averaging them is fair, because, suppose you put them in the morning and at night, and leave long intervals in the middle of the day.

Unsatisfactory passenger train service between Longford and Cavan—*con.*

27643. With a train every three hours you must have on the average a three hours wait for a train going once every three hours in the opposite direction?—Yes.

27644. You know, of course, the great bulk of the people coming from Longford do not want to go to Cavan, but to Dublin?—Oh, a lot of them would want to go to Belfast and Enniskillen.

27645. But the great bulk of them, nine out of ten, would want to go to Dublin?—I would not say that. No, indeed. Most decidedly not. There is a very big traffic by cattle dealers and horse dealers and people going to fairs and wanting to get on to the Great Northern line.

27646. How many people get out at Inny Junction from the train from Longford—surely two or three?—I could not say. They might be going to different places.

27647. You must agree with me surely that the important thing is to get the connection from Longford to Dublin?—Well, it is an important thing, but not the important thing. I think the traffic up to the North of Ireland is just as important.

27648. Mr. Tatlow will give us figures to show what proportion of the traffic proceeding through Longford to Inny wants to exchange to the North as compared with the part that wants to go to Dublin?—I know from personal experience that there is a considerable number of people that want to go to Clones and Belfast and Derry.

27649. A very small percentage of the whole, I think you will find?—I think not.

Examined by Lord Pirrie.

The percentage of difference between second and third class fares on Irish lines.

27650. You said that on the Irish railways the difference between second and third class fares was fifty to eighty per cent. compared with fifteen to thirty on the English lines?—Yes.

27651. But you say that on the Northern Counties line it varies according to your note—It varies from twenty to forty per cent?—The Northern Counties is practically very much an English line.

27652. I want it to go on the notes?—It is in the Abstract.

27653. *Chairman.*—The Abstract is of no use for the purpose of a record?—It is on page 7.

27654. *Lord Pirrie.*—I want to bring it out in your evidence that according to you, taking all the Irish railways with the exception of the Northern Counties, the difference between the second and third-class fare is from fifty to eighty per cent. That is right, is it not?—Yes; with the exception of the Northern Counties.

27655. What is the rate there?—The rate is from twenty to forty per cent. higher than third.

27656. That is, on the Belfast and Northern Counties Railway the rate is the same as on the English lines?—It is, on the whole, lower.

27657. If it pays the Belfast and Northern Counties Railway it should pay the others?—I do not see why not. I think the Northern Counties Railway gives the best value for the money in Ireland.

27658. And, being so progressive, has added to its revenue and popularity?—I do not know about the revenue, but it has added to its popularity.

27659. You think other railways should do the same. That is all I ask.

Examined by Colonel Hutcheson Poë.

Suggested new scale for second class passengers.

27660. With regard to this question of second-class fares, I see by the schedule that you have given that on most Irish lines the second-class fare works out at 1·72*d.* to 1·82*d.*, in other words at 1¾*d.* It is really more than 1½*d.*, 1·64*d.*, 1·63*d.*, 1·72*d.*, 1·66*d.*, two at 1·59*d.*, 1·51*d.*, 1·51*d.*, 1·82*d.*—taking the average it is 1¾*d.* Surely it would be very good business for the third-class passenger, if by paying 1.25*d.*, as Mr. Acworth suggests, he could go second-class. On a journey of twenty miles he would obtain all the advantages of second-class accommodation for a sum of 3*d.* over and above what he now pays for third-class?—That would be an advantage.

27661. Similarly the second class passenger, who now pays 1¾*d.*, if he only paid 1¼*d.*, would make a gain of 10*d.* in the twenty miles, which would be a saving?—At present the question is we cannot afford it. If we cannot get second class cheaper we will have to go third.

27662. Of course that is a consideration. The fares are so high that you cannot afford to go second?—Yes. It would be a saving to people who are in the habit of going second.

27663. And at present fares are so high you won't go?—We won't go.

27664. And not only would your class travel second, but also the great body of middle-class in Ireland who now travel third?—I believe they would, and a very large proportion of those who now go third.

27665. As regards these train connections, am I right in saying that the train from Enniskillen, which arrives at Collooney at 3.36 leaves Enniskillen at 1.40?—I do not know at what time it leaves.

27666. I have taken the time from the time-table, if that is right. In other words, it takes almost two hours to go a distance of forty or forty-one miles?—I would not be surprised at that at all.

27667. Therefore it is travelling twenty miles an hour?—Quite so.

27668. It arrives at Collooney at 3.36, and the train out for Boyle and Carrick, which, I think, is the mail train—the 3.33—goes out three minutes before the other train gets in?—And it would be impossible, if both trains were keeping time, for anyone to get from the one station to the other in time.

27669. Would it not be easy to have an acceleration of a quarter of an hour for the distance from Enniskillen to Collooney—a distance of forty miles, for which it takes two hours—would not it be possible to have an acceleration of fifteen minutes in that distance, which would mean that they would have to go twenty-five miles an hour, instead of twenty miles, and that would enable them to catch the other train?—They are not interested in catching it.

27670. Similarly, I think the train that leaves Longford at 9.7 in the morning for Collooney a distance of fifty-one miles, takes one hour thirty-six minutes to do it?—That is the train that arrives at 10.43. Yes.

27671. That is a distance of fifty-one miles, and it takes an hour and thirty-six minutes to do it. If that were accelerated by a quarter of an hour, which would only make a rate of thirty-nine miles an hour—the present rate is thirty-two miles an hour—that would make the connection with the 10.23 train for Enniskillen that acceleration of sixteen minutes?—And with the train to Claremorris.

27672. So that one would imagine the railway companies would raise no great difficulties if the matter were brought before them. No doubt they will have something to say, but it does not look so unreasonable that the train from Enniskillen which travels twenty miles an hour should accelerate its speed by fifteen minutes in the two hours to make the Boyle connection. And an acceleration of sixteen minutes would enable you to make the other connection which you speak of?—Yes; a little thing would do it in some instances. I may say, Mr. Chairman, we do not come here in any hostile feeling to the railway companies whatever. They are very kind to us at times. It is merely that they cannot help themselves. They are victims of a bad system.

27673. *Mr. Sexton.*—That is the reason why it is said that the country requires to be helped by another system?—We require to change it.

27674. *Mr. Tatlow.*—Might I say one word about the train connections. Of course we will make our case again, but I would like to be allowed to say this now. It seems to be assumed that we do not try to make connections, and I should like to give one case which illustrates what we do. The Great Southern and Western join us at Claremorris. Our train is due at 2.26. We are obliged to be there at that time. They cannot get in, owing to their connections, till just before three o'clock, and we keep our train from 2.26 till 3.2.

27675. *Chairman.*—I know the difficulties of connections, north, south, east, and west?—Claremorris is one of the few places where the thing is well worked. In fact it is about the only place where connections are made.

27676. *Chairman.*—We are much obliged to you.

27677. I think you are a Justice of the Peace, and that you appear before us on behalf of the Armagh County Council?—Yes. I am Chairman of the County Council.

27678. Take the last witness; you have heard his evidence?—No; I did not hear his evidence.

27679. You have not been in the room?—I was; but I am rather deaf, and was not able to hear his evidence.

27680. You have no general complaint against the railway companies?—No, except that they do not try to accommodate passenger traffic, particularly from one line to another—want of connection.

27681. That is the point that has been raised by the previous witness?—I heard a little of his evidence, but not clearly; I am a little deaf, and did not hear.

27682. You think that some better arrangement might be made in the timing of trains?—I think that there is no question of it at all. It should be easily improved.

27683. You say it may be easily improved. Can you tell us how any particular train could be easily improved?—There is one train I refer to in my notes. It is a train from Portadown or Armagh to the North, to Magherafelt, or that district. When you come to Cookstown the trains are so arranged that the one train leaves two minutes before the other arrives. The Great Northern arrives at 3.52, and the other train has left the same station, or the Northern Counties Railway, at two minutes before that; and that Great Northern train has remained fifteen minutes at Portadown, so that it might be easily in time.

27684. Let us follow that train. Have you made any complaints to the railway company about it?—I have, but not lately. I made complaints about the difficulty in getting connection with the Northern Counties line; but not lately.

27685. I meant this particular train?—I have not.

27686. Is it a grievance—a real grievance?—It is a real grievance, because I have had to remain there before now, for a considerable time, and could not get on. I think it is a great mistake to the public and injury to the railway companies themselves, because people won't travel if they are not accommodated.

27687. Is there any other instance that you know of?—I drew attention to the want of connection between the Great Northern and the Midland. If we want to go from Belfast west at all you spend the whole day travelling a very short distance. I have down here some figures. The only train you can get from Belfast west of Mullingar is a train leaving at 9.30; it is changed lately, and is even worse than it was. It goes to Clones, remains seventeen minutes, and then gets on to Cavan, and remains seventy minutes, and at Mullingar you have to remain three hours seventeen minutes before you get away. You really are spending four hours forty-four minutes in waits, and are travelling four hours fifty minutes, and human life is a little too short for that sort of thing.

27688. I want to get it—is there a passenger traffic really existing between these two places?—There is a certain amount; but, of course, people won't go that way if they can help it. In fact, they go, as a rule, by Dublin; probably stay all night in Dublin and go on the next morning.

27689. To Mullingar?—Yes. That is the only way to do if they want to go west.

27690. Your Council, interested in this question, as they are, have they represented this to the railway companies?—Yes; we have drawn their attention to it many a time.

27691. What is the answer?—The answer was that there is very little traffic. But business people and commercial travellers cannot afford to spend so much time on the road, and, therefore, it is no wonder there is little traffic.

27692. Have you anything to say with reference to the fares that they charge for passengers?—The fares are not very much too high. I think they are higher than in England, and I think for the companies' own interest they would do better to lower them. They would get more passengers—at least first and second class passengers; the carriages are, to a great extent, half empty at present.

27693. Did you hear the evidence given by the last witness with regard to second class fares?—I did not hear his evidence.

27694. That the second class is out of proportion to the third class?—I do not think so very much on the Great Northern Railway that I know best—I do not think they are out of proportion.

27695. As compared with the English fares?—I do not know anything of the English fares.

27696. Do you agree with the last witness that if the second class fare was considerably reduced a larger number of passengers now travelling third would travel second?—I do. I believe they would.

27697. You think that would be an advantage to the travelling public?—I do.

27698. And no loss to the railway company?—Certainly not.

27699. With the first class fare you are satisfied?—I think that it should not be more than 2*d.* a mile for single journeys and 3*d.* for return for the same journey. That would be quite enough for first class fares, and I believe it would pay the railway companies better than the present fares. As a business man I have always found a moderate percentage paid me better than trying to get a higher percentage.

27700. With regard to the number of trains; do you think there is a travelling public to justify an increase in the number of trains?—I do not think they require much increase. If they were made to correspond with other railways it would be all right.

27701. You approve of the present system, in Ireland, of a large number of small undertakings?—No; I think it would be far better if we had two or three united systems.

27702. You are from the North of Ireland?—Yes.

27703. We have had evidence from the North of Ireland. Some suggested two, some three, and some four systems?—I say three would be sufficient.

27704. You think that would be to the advantage of Ireland—to divide it up into three or four systems?—I believe it would. There would not be the friction between the different Boards that there is now.

27705. Then would you agree that it would be better if there was only one?—I do not think I would. I think we would then have no competition whatever, and it would be rather a mistake.

27706. I gather that your views are that it would be to the interest of companies if there were two or three large companies rather than twenty or thirty small companies, and that that would be preferable to having one united system?—I think it would.

Examined by Mr. Sexton.

27707. You are in favour of reduction of passenger fares?—Yes; certainly. I believe it would be better for the railway companies themselves.

27708. Are you engaged in trade?—Yes. I am a linen manufacturer.

27709. And you have experience of goods rates?—Yes.

27710. Are you acquainted with the evidence that was given with regard to goods rates?—I have not read the evidence.

27711. The drift of evidence is that the export rates from Ireland, especially for food products, give the Continental producer an advantage in the British market?—Oh, yes. Once you cross the Channel and get out of the Irish railways, then the advantage is given to the foreigner.

27712. And that the Irish export rates are, in comparison, so high that they put the Irish exports at a disadvantage in the British markets?—Decidedly.

27713. You would be in favour of endeavouring to put him on an even footing with the foreigner in the English market?—Certainly.

27714. And therefore you would be in favour of a reduction of these export rates?—Yes. In my own trade, just to show the difference in freight, it costs more to send goods to London than it does to Chicago.

27715. That is just a case in point?—I can send goods cheaper to Chicago than to London from Belfast.

27716. *Mr. Acworth.*—From Belfast?—Yes; from Belfast. I have a warehouse in Belfast.

27717. *Mr. Sexton.*—You do not think it a fair arrangement, that Irish producers—food exporters, who pay their share of the burden of this country, should be at a disadvantage in the markets of Great Britain against the foreigner who pays nothing?—There is no reason why——

27718. On the other hand, if you find the import rates into this country, upon articles which could be made, or are made in this country, so low that the

Mr. R. G. M'Crum, J.P., Representative of the Armagh County Council.

A reduction in second class fares recommended.

Present train service sufficient if connections were improved.

Suggested concentration of the Irish railways into three systems.

Competition should be preserved.

A reduction in the passenger fares generally recommended.

Suggested reduction in the rates for Irish goods for export.

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Mr. R. G. M'Crum, J.P. Representative of the Armagh County Council.

Irish producers complain, as they do complain, that they are shut out, even from Irish markets at a moderate distance by the low rates at which imported goods are carried into the country, do not you think it would be a good policy to put inland rates and import rates on a more level basis?—If that is so.

27719. Assuming the evidence given here to be correct?—Yes, if that is correct.

State-ownership as a means to obtaining a reduction in rates and fares discussed.

27720. As you are in favour of a reduction of fares and rates, would not you be in favour of whatever would be most likely to bring about that reduction?—I do not understand.

27721. You are in favour of a reduction of fares and rates. Would not you be in favour of whatever would give that reduction?—I presume so. It depends on how it came round—how it was done. Simply a reduction of fares, I would be in favour of it to a certain extent.

27722. You are doubtful whether we are ready for public ownership, but we are all ready for a reduction of rates and fares?—We are.

Apprehension of political jobbery in connection with a State-managed system.

27723. And if public ownership would give that, most of us would be ready for it?—It strikes me it would do the reverse. There is so much political jobbery, to begin with. Every railway servant, when he went to give his vote, the first thing he would ask would be: "Would you raise my wages?" just as it is occurring at this moment with the tramway men in Belfast.

27724. The public authority would have as good a reply as private owners?—There is so much jobbery I think there would be a great mistake.

27725. You know jobs began, I suppose, soon after the world was peopled, and politics soon after that?—Very likely, but we should try to avoid them.

27726. There is no peculiar liability to them in Ireland more than other countries?—No.

27727. And you have State ownership of railways working in other countries?—You have on the Continent.

27728. And the colonies of the British Empire and many other places?—I do not think we are ready for it here.

Question of concentration into two or three systems

27729. You see, if you have amalgamation simply, or if you amalgamate into two or three companies, will not the two or three companies be stronger to have their way than a larger number would?—I think not. I think you will have intelligent men managing the railways, and they will study economy no doubt in their own interests in the first place probably, but their interests and the people's are the same, and if they are prospering they cannot prosper and the people not prosper.

27730. People take different views, and the railways think, sometimes, that their interest lies in a course that the public would not?—They could work more economically, and therefore, I think, the public would benefit.

27731. Would they? Would not the economy go into the dividends?—No. We know in large concerns—large business concerns manage things more economically than small concerns—and sell things cheaper. If you take a very large concern anywhere you will find that they can give you things at a more moderate price than small men.

27732. They can, if they like?—And why not the railway companies.

27733. If you make the railways into three or four or only one, the rates and fares will be where they are at present—there will be no power to change them, and, on the other hand, any saving will be at the disposal of the company?—Certainly, if you keep three or four.

Economies resulting from State management regarded as doubtful.

27734. You may amalgamate into three or into one and yet there may be no diminution of grievance to the public. On the other hand—I am not pressing you beyond anything you wish to say, but I ask you to acknowledge facts—if public credit were used for the purchase of the lines, and if the lines were worked by a public body, whether Imperial or Irish or whatever it might be, two things would be arrived at. First, there would be a saving in the purchase, and, secondly, that the economy derivable from the working would be available?—Just the word "economy" is what spoils the story. I am very much afraid there would be no economy. There would be higher wages all round before very long.

27735. That is a speculation?—I believe it is true.

27736. I do not think that the wages of the men employed in the public services in Ireland, the rank and file, are such as to justify the view that there would be any lavishness?—I think that there would be raising, and I think that every workingman would make a bargain with the member of Parliament that as far as he could he would help him to get higher wages. There would be that effort, and he would say, "I will not vote for you because So-and-so would promise higher wages."

27737. Are the postmen in Ireland paid excessive salaries?—No. I do not know much about them.

27738. The State is a pretty hard taskmaster, Mr. M'Crum?—We hear some growls from the postmen as well as other people.

27739. The point is that the profits derivable from amalgamation under private ruling would be available for dividends?—Yes, if you have economies.

27740. Whilst the economy under public ownership would have to be credited to the public?—Certainly, if you have the economy, but that is just the point I have doubts about that.

Examined by Mr. Acworth.

27741. I would like to ask this. You spoke of two or three companies. Was your idea companies that would have their own districts all to themselves, or companies that would, to some extent, still compete with one another?—Well, probably not exactly their own districts, but, to a certain extent, competition. You could not simply say that one or two companies will be amalgamated and leave other lines out.

27742. You have competition at present between Belfast and Derry?—We have.

27743. Two strong companies, both prosperous, competing for the traffic?—Yes, we have.

27744. Do you want to keep that, or do you want to get one company without any competition in your district?—One company without competition would be far better. We do not want them to be cutting each other's throats at all.

27745. You think you would not mind being handed over to the non-competitive amalgamation, to either the Belfast and Northern Counties or the Great Northern?—We do not.

27746. And, of course, there would be a saving in duplicate service?—I think the common service men at the head of each railway—

27747. Let us see. You come from?—Armagh.

27748. Do you think that is the common impression about there?—It is the common impression of course that things are pretty well managed.

27749. Would they be content to lose what competition they have got? We have a great deal of evidence one way and the other?—I believe they would be quite satisfied with the amalgamation of the two companies you speak of, and the County Down as well.

27750. Will you not have a big company in the South, and you would have the new amalgamated company in the North, and then there would be the poor Midland Great Western to talk about?—We would have all these people competing for English traffic at all events.

Examined by Colonel Hutcheson Poë.

27751. I think you said that, in your opinion, it was a short-sighted policy on the part of the railway companies not to give better accommodation and fares for the second class passenger?—I do.

27752. Are you aware that the railway returns of the last two years show that the second class is a diminishing quantity. The return for last year, just issued, shows that 200,000 less second class passengers travelled in 1906 than in 1905?—I suppose so. I have seen the evidence in England where second class fares had been reduced, and there had been an increased traffic.

27753. That is my point. My point is that, by the railway returns, the second class traffic is gradually getting less and less, and, if things go on as they have done, it is only a matter of time till it disappears?—The principle adopted in the English railway system of having the second class not made higher is beneficial.

27754. Your opinion is that if that was the case, if that thirty millions travelling third class, a considerable proportion would go into the higher class?—I believe they would.

27755. Then, with regard to Mr. Sexton's question, he asked as to the desirability of reducing the export rates on food products, in order to put the Irish agricultural producer on a better footing with the foreigner. Are you aware that the Department of Agriculture returns of last year show that, from Denmark alone, the value of food products—butter, eggs, bacon, ham, and pork—amounted to £15,000,000 to the United Kingdom. The value of food products exported from Denmark were £15,000,000, of which (we cannot get the actual figures) £6,000,000 or £7,000,000 represents butter. The value of Irish butter exported in the same year was £3,500,000, so that if we could—and we run second in butter exported; Denmark has the first place and Ireland the second). If we could take Denmark's place, and get the first place, and put Denmark into the second place, it would mean, instead of £3,500,000, that we would be exporting something like £7,000,000?—I am afraid it is not the difference in freight that gives Denmark the balance. I am afraid it is not that.

27756. I quite agree.—Not altogether.

27757. I quite agree with you; but, at the same time, it must be a contributing factor?—We should be on an equal footing.

27758. With cheap transit rates and facilities we should be able to supply Great Britain, practically, with all the food products that she requires in the nature of articles that she gets from Russia, Denmark, and other countries?—We should be able to supply a great deal.

27759. I think you are not very sanguine as to there being any great field for motor traffic?—I would be afraid not.

The suitability of motor road services to certain districts.

27760. I don't know whether you are acquainted with Monaghan, Cavan, Louth, and those districts. Several witnesses gave evidence that there are a number of short, disconnected lines in these counties with only twelve or fourteen miles between them and some other main system, and I should have thought that in the first instance before going to the expense of making a tramway or light railway or anything of that sort, a motor service might be desirable?—I think that it would be where it has a future. Decidedly, in that case.

27761. Because you know that a member of this Commission, Lord Pirrie, did, with Lord Iveagh, make a very generous offer to establish communication by motor which unfortunately fell through?—Unfortunately it did.

27762. Have not two or three motor services been established?—Not in my district.

27763. I thought, perhaps, you might be able to give some information as to the results?—We have none in the district whatever.

Mr. John J. Counihan examined by the Chairman.

27764. You are engaged in the cattle trade?—Yes.

27765. You are a member of the firm of Counihan Brothers?—Yes.

27766. You come from County Kerry?—From Killarney.

27767. You are an extensive consignee?—On the Great Southern.

27767A. How many head do you consign?—About 10,000 in the year.

27768. Your firm?—Yes, sir.

27769. What is your position in carrying on your business? Do you, personally, and your brother attend the fairs?—We attend all the fairs in Munster and Leinster, principally Munster, and send the cattle to Leinster.

27770. You buy cattle and sell them in various parts, and your traffic is exceedingly great. You consign 10,000 over the Great Southern and Western Railway?—That is the principal portion of the traffic. We send very little over any other railway, except the Cork and Bandon and the Cork and Macroom.

27771. Yours is a purely Irish trade?—Yes.

27772. Have you any serious complaint against the Great Southern and Western Railway in connection with the working of the traffic?—The service is very bad. The transit is very slow. They delay the cattle—in cases they have kept them as long as twenty-four hours.

27773. Are those exceptional cases?—They are exceptional cases, but it has occurred repeatedly that they kept them fourteen or fifteen hours.

27774. In the trucks?—In the trucks. For instance, last week I had a special from Killarney of fifteen wagons, and it was to leave——

27775. Where from?—From Killarney to Straffan.

27776. It had three stops?—Yes, and it was to leave Killarney at a quarter to five in the afternoon and it did not reach Straffan till 6.30 next morning. The distance is about 165 or 170 miles.

27777. What time did you say it ought to have been there?—It ought to have been there in six and a half or seven hours—six and a half would have given plenty of time.

27778. Well now, might there have been some special reason for the delay?—I do not know.

27779. You have not inquired?—I have not.

27780. And you have not complained?—I have complained and got no reply.

27781. Did you complain in writing?—Yes.

27782. To the Great Southern and Western?—Yes, in writing. I can get very little satisfaction for my complaint. I get an acknowledgment of the letters and that is all.

27783. You have no particular complaint about the rate?—The rates are very high. They should be very much lower, but I do not export any stock, and I cannot make any comparison between the rates here and in England.

Complaint as to excessive local cattle rates.

27784. Yours is all local traffic?—All local.

27785. *Mr. Sexton.*—The rates you pay are higher still?—Very much higher.

27786. They are the highest of all?—Very much higher, sir.

27787. *Chairman.*—How do you mean by loading cattle in station order—in the order they arrive?—No. At the big fairs, loading in station order I mean to have the cattle that would be for Straffan loaded together to save shunting—what they call marshalling.

Hardship to cattle owing to excessive shunting of wagons.

27788. Cattle for one place should be loaded together?—All cattle for different stations to be loaded after one another.

27789. To save shunting in and out?—Yes.

27790. That is a matter for the railway companies to see to, and in their own interest they should do it?—They have not sufficient men at the fairs to do these things.

27791. You are speaking now of fair traffic?—Yes, and every other traffic. I often see at a fair only one man to load seventy wagons of stock—one man and probably an inspector.

Inconvenience and delays occasioned by insufficient help at cattle loading banks.

27792. Seventy wagons or seventy head of cattle?—Seventy wagons, and one or two men would be the most they would have.

27793. Have you complained about that?—We have complained.

Mr. Tatlow.—I would like that case to be mentioned—date and place—because, from our own experience it cannot be true. I feel sure the Great Southern and Western Company do things as well as we do, and on our railway it cannot occur.

27794. *Chairman.*—You particularly mentioned seventy wagons—Was that at some particular fair?—No, several fairs, for instance, they seldom send more than one man to Rathmore, and I have often seen sixty-five to seventy wagons loaded there.

27795. At Rathmore sixty or seventy wagons of cattle have been loaded, and the railway company never sent more than one man?—One special man to look after the fairs. Of course there would be the station staff. I am talking about the extra hands they send.

27796. Men that go about—one man?—And the inspector. I am talking about the men that load the cattle. The inspector never loads them, but just books the wagons as he gets them. They pay very little attention.

27797. Is it the system in Ireland at these great cattle fairs for the railways to send a special staff?—Yes, it is, but the staff is too small, entirely too small.

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Mr. John J. Counihan, of Messrs. Counihan Brothers, Killarney.

27798. And you say at Rathmore they never send more than one man?—I didn't say never; I said I have seen it occur.

27799. Is that within the last twelve months?—It would be within a year and a half.

27800. Within the last two years?—Within the last two years.

27801. Has it occurred more than once?—One man I have seen at Cahirciveen, where I have had over forty-five wagons.

27802. Of course we all agree that live stock should be unloaded as quickly as possible, and, I suppose, that is done?—They have not the means of doing it.

Insufficient cattle pen accommodation at the principal cattle discharging stations.

27803. They cannot get to the landing stage?—They get to the destination so very irregularly that the owners will not be there to take delivery, or the owners' men, and they often lie two or three hours at the station. The railway company cannot unload, because they have no pens or paddocks, and they leave them in the wagons till the owners come to take delivery.

27804. Of course you cannot turn the cattle out on the street?—No.

27805. And therefore they must remain somewhere till the owner comes?—Yes.

27806. Is not that the rule in England?—No; or it is a rule which should be removed.

27807. Is not that what is done in most places in England?—I do not think so. They take them off and have pens.

27808. I am sure they have not pens, only at a few stations?—It could be easily remedied by getting up a few pens at the principal stations where they unload, like Hazelhatch and Sallins. There are four or five stations.

27808A. *Mr. Sexton.*—Not very numerous?—Yes.

27809. *Chairman.*—You think—I understand you to say—you think that where there are stations constantly receiving cattle, that cattle pens should be provided, so that cattle could be unloaded as soon as they arrive?—That is so.

Hazelhatch station an exception.

27810. That seems reasonable, if there is a regular traffic?—At half a dozen stations it should be done. There are plenty of paddocks at Hazelhatch already, and that is the only station.

27811. I suppose there are other stations where there is this accommodation?—One only that I know—Hazelhatch station.

27812. Only one, and then the cattle are unloaded as soon as they arrive?—Yes; as soon as they arrive.

27813. And you want it extended to other stations?—Three or four others.

27814. Where there is a constant cattle traffic?—Yes.

27814A. That does not seem unfair.

Mr. Tatlow.—It is paddocks—fields—that he refers to, not pens. At a few stations in grazing districts our company provides these paddocks for the convenience of the dealers, but at a great many stations indeed few are provided. What the witness speaks of is paddocks, like what he says are at Hazelhatch.

Witness.—At Sallins they have no pens and a number of cattle are unloaded there, and there are no pens at all. Pens at those stations would be more suitable than paddocks.

Mr. Smyth (G.S. and W. Railway).—Sallins is eighteen miles from Dublin, and there are paddocks there.

Mr. Acworth.—Do you charge for the paddocks?

Mr. Tatlow.—Usually.

The work of the loading and unloading of cattle devolves on the owners.

27815. *Mr. Sexton.*—Do you generally load and unload?—Yes; we load and unload.

27816. Is that the custom in Ireland?—The general custom.

27817. Do you know whether the rates charged by the railways include any charge for loading or unloading?—I do not know. But I have heard there is a charge.

27818. They may for all you know?—They may for all I know.

The amalgamation of the smaller railways by the large companies recommended.

27819. Do you think that the best prospect for getting rid of all these complaints of yours would be to have the railways, as in Australia and other countries, managed in one system by a public authority?—I have not studied the question, sir, but I am sure that the railways in the South—the Cork and Macroom, and the Cork and Bandon Railway, and all other small railway lines—it would be to the advantage of traders if they were amalgamated with the Great Southern.

27820. If you had only one system in the country—in Ireland—of railways worked for the public benefit and not to provide dividends, there would be no such thing as want of staff or rolling stock at fairs, because the central authority would take care to send the necessary staff and rolling stock?—It would. We are very much hampered for rolling stock in many places in the South, especially when there are big fairs.

27821. Transit, of course, is a matter of public interest. What you pay for carrying the cattle is added to the price?—Yes.

27822. And becomes an element of the price. There could be no deeper public interest, from a financial point of view, than the question of transit. Do you agree?—I agree.

27823. Do not you think that such a question should be administered by those who have the public interest at heart and would be responsible to public opinion, and not to private proprietors?—I am sure the poorer districts, such as Kerry and Cork, would benefit very much by it.

Examined by Mr. Acworth.

27824. You know County Kerry very well?—I live there

27825. Are things better than they were since the amalgamation?—Yes; things are better.

27826. The North Kerry line is better worked?—Very much better worked.

27827. You think everybody agrees?—Everybody that knew it before and knows it now agrees that it is very much better worked.

27828. The fact that you have lost the old competition has not done any harm. You used to have competition of the Waterford and Limerick?—It has done a little, but the better service compensates. We have a better service and plenty, or very much more, rolling stock than with the old Waterford and Limerick, and everything is very much better done.

27829. You have no doubt that is the opinion of your neighbours as well as yourself?—I am sure it is.

Examined by Colonel Hutcheson Poë.

27830. With regard to want of railway facilities for the transit of your cattle, is it not a fact that in a great many instances the railway companies allow you to have the benefit of attaching your wagons to passenger trains without extra charge?—No. It would be an improvement.

27831. I think in a great many places they do?—I do not know of it.

27832. When the number of cattle to be conveyed is small, I think, in many instances, they do actually allow cattle traders to send on their cattle by passenger trains without extra charge?—Not by passenger wagons.

27833. At any rate they try and meet the traders whenever they possibly can do it?—Well, I suppose that is a fact.

27834. I am very glad to see that you acknowledge that the efforts of the Department of Agriculture have been attended with a measure of improvement in keeping the railway companies and shipping companies up to the mark. Is that not so?—It is so. They have been some good, but a great many do not know the powers they possess.

27835. I think that knowledge of their powers has been more appreciated than it was. Last year there were a good many complaints, and in many cases they obtained substantial redress, and I daresay that cattle traders do not appear to have invoked the assistance of the board as much as others, but possibly it may be due, as you say, to want of knowledge on their part, that they could do so. But I hope you will let it be known amongst the people where you live that the Department has considerable powers, and that it has been able to exert these powers with marked benefit to the trader?—The Department is anxious enough to help the cattle trade in every way.

27835A. If you had any serious ground of complaint and brought it to the notice of the Board, I have no doubt that you will find they would benefit you very greatly.

The Commission then adjourned till Monday, the 14th instant.

FORTY-SEVENTH PUBLIC SITTING, MONDAY, OCTOBER 14TH, 1907,

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. R. H. DORMAN, C.E., examined by the CHAIRMAN.

27836. What are you, Mr. Dorman?—I am County Surveyor of Armagh.

27837. Have you been in that position some years?—Twenty years.

27838. Have you had any experience as surveyor in any other county?—When I was young I was on the Cork and Bandon, and extensions of that railway. I had also some experience in promoting lines in the Co. Cavan, and, of course, reporting on various schemes in the County Armagh since I came there.

27839. What are the particular railways that serve your district?—The Great Northern entirely.

27840. From what point of view do you wish to give evidence before us?—I don't wish to give evidence, but I was asked by the secretary if I could attend before the Commission.

27841. Have you any suggestions to make with reference to rates and fares in your district. I suppose, as county surveyor, you are principally concerned with road materials?—Yes, to a great extent.

27842. Have you any suggestion to make with reference to that?—Yes. I consider that a special rate of twopence per ton per mile should be allowed for the carriage of road material for distances up to six miles, and 1½*d.* for distances over six miles, and a still lower rate in special cases. If these rates were adopted between 3,000 and 4,000 tons would be carried by rail for use on the County Armagh roads, and stone from the County Armagh could be railed into the County Tyrone.

27843. Have you any information as to what rate is now charged?—I think they charge about twopence all over, and it is rather too much. We cannot afford to pay that.

27844. Is that traffic carried on railway wagons?—Yes.

27845. Is the loading or unloading done by the sender or consignee?—The loading is done by the sender, and it is taken off by the consignee.

27846. The railway companies do no service in connection with either loading or unloading?—Not that I know of.

27847. Have the county a depot anywhere?—No, but we propose to get a siding and to start a quarry from which we could send off about 4,000 tons a year.

27848. You would prepare the stone and send it from the siding?—Yes.

27849. But you have not got the siding yet?—No; but we propose in the immediate future to have that.

27850. Have you anything to say about through rates generally?—No.

27851. Have you anything to say about passenger fares?—I think it a great pity there could not be through bookings. You cannot book from Armagh, where I live, down to Cork and to stations beyond it. In the summer sometimes I am very anxious to go down to Cork, and sometimes also in the winter. In the summer there is what they call the Killarney express. The train gets into Amiens-street at 10.30 from Belfast. The Killarney express leaves at 11. It is just a rush for people to get from Amiens-street to Kingsbridge, but if they had a train over the loop-line, taking passengers round by Glasnevin, it would be a tremendous convenience to a great many people.

27852. Do you think is there sufficient traffic to justify a train service?—I don't know that. I should like to remark that the last time I travelled down I got to Amiens-street at 10.40. There was no train to Kingsbridge until 11.57, and I travelled by that 11.57 train to Kingsbridge in order to catch the train to Maryborough, but, as I got to Kingsbridge, that train was signalled. The guard was waving his flag to send the train off. I just caught it because I made a rush for it; but they told me at Amiens-street they would not guarantee that I should catch the train. Evidently they were not on the look out for passengers at Kingsbridge; and I think it is a pity that there is not a proper connection between these termini.

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27853. I may sum up generally what you mean in this way, that you consider through passenger fares should be extended so as to enable passengers to book through, and that, if possible, arrangements at junctions should be made to fit in with those of other companies?—Yes.

The extension of through passenger bookings and the improvement of through train services recommended.

27854. You have no general complaint against the railway companies?—No.

27855. Do you consider that the motor-car traffic has seriously affected the roads in your district?—Not at all. Except light motors occasionally we have no motor traffic. I should like to see it everywhere in the county.

27856. That is motor traffic?—Yes.

27857. For sparsely populated districts where railways would not be justified, you think a motor-car service would come in?—Yes; but I consider Armagh is not sparsely populated. It is generally a very thickly populated county.

The desirability of providing road motor services in certain districts.

Examined by Mr. SEXTON.

27858. You have been a public officer in India?—Yes.

27859. By the application of public resources in that country, and by regarding the question of transit as one, many lines have been constructed, which resulted in a great increase of the internal and export trade of India?—Yes, I am sure that that is so.

The industrial development of India under State administration of the railways.

27860. Those lines were not at first lucrative?—No.

27861. And some of them are perhaps not so yet?—I think not.

27862. But yet the public interest was greatly served by the construction of those lines?—Yes. When I was in India I was principally in charge of irrigation and canal works, but the enormous population that used to go up and down the river at the rate of one mile an hour was something extraordinary before the railways were constructed in my district.

27863. The most remarkable result has been, I believe, by bringing the producer into contact with the great markets to produce an extraordinary development, if we are to judge from Mr. Morley's speeches, in the export trade of India?—It must have been.

27864. Ireland, like India, is in some sense an undeveloped country. It is not quite fully developed in agriculture, and it is very undeveloped in manufacture?—It is still very much undeveloped in agriculture.

The agricultural problem in Ireland alleged to be analagous to that of India.

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27865. Yes; agriculture is not at all so developed as it ought to be, and the country is still more undeveloped in manufacture?—Except in the North.

27866. Except in the Belfast district, and as to two or three industries in Dublin?—Quite so.

A system of motor car traffic suggested.

27867. Would you consider it of great economic importance so to arrange the transit system as to aid in the development of agricultural and manufacturing industry?—In any possible way. In my county I think a system of motor-car traffic would be the most economical method to adopt.

27868. Whether you think of railways or motor-cars, the establishment and maintenance of these small supplemental services involve expense?—Certainly; but in the County Armagh I think it should be made a paying concern in a very short time.

27869. Of course; but the preliminary question always is, where is the money to be found for providing the service and maintaining it until it becomes remunerative. I think you say somewhere in your abstract that the making of the Newry and Keady line will give the last line in your part of the country that will be likely to pay?—Yes.

Newry, Keady, and Tynan Railway, provision of capital.

27870. How was the capital of that line provided?—I don't think it has been provided yet—that is, the line from Newry to Keady. Portion of it is, I think, a Treasury grant, and portion a guarantee by the Newry Urban Council.

27871. A large portion of it is provided from public funds?—Yes.

27872. The inference may be drawn that if the line had to be made by private capital it would not have been made?—Yes.

27873. Do you agree with the evidence given before the Commission that in Ireland, as in India, many links and feeders are required to develop the country, which cannot pay at once, or for a time, but which in the public interest should be made?—There are a number, to my knowledge.

Further railway extension improbable unless by State aid.

27874. Those lines can only be made in one or other of certain ways—either by the existing companies or private capitalists, or by the districts or the Treasury?—That is so; and the railway companies are not inclined to extend, as far as I know, just now.

27875. Certainly; the railway companies will be governed strictly by the consideration, whether the line can be made pay, and pay promptly?—Quite so.

27876. The private capitalist is also governed by that view?—Quite so.

27877. And the Treasury will not provide the cost unless there is co-operation?—No, I think not, unless it is supported from the district.

27878. Now, how are these necessary lines to be made? Is there any other way except by proceeding in Ireland, as in India, to establish some authority which would apply public resources to the system as a whole, and make the line required in a district if the public interest called for it, and do so without laying a burden on the district?—I don't see any way in which those lines you refer to, that is, unremunerative lines, would be constructed unless you had some central body that you suggest.

The administration of the railways by an Irish authority recommended.

27879. As the interest affected is an Irish one, and it is Irish trade interests that have to be developed, do you consider that an Irish authority—established, of course, by Act of Parliament—would be more likely to attend efficiently to Irish wants than any other authority?—Certainly.

27880. I believe you do not wish to give evidence upon great questions of policy, but I believe that you rather favour what you call a policy of absorption?—I think that the small lines should be taken up, absorbed by the principal railway companies. For instance, the Great Southern, I think, should take up all the lines in the County Cork, which is my native county. I don't know Kerry or other counties so well as I know the district served by the Cork and Bandon and Macroom lines; but I can see no reason why they should not run a through service of trains to these different places by a joint concern.

Any amalgamation scheme short of unification only a partial remedy.

27881. I think your evidence shows that the delays and bad connections most inconvenient to the public occur at the junctions between the greater lines?—That is so.

27882. If all these greater lines were to absorb the smaller lines they would have more time and attention to give to the work of blocking each other?—You ought to prevent that some way or other.

27883. How?—I will leave that to you.

27884. For fifty years the legislature, the executive, and the judiciary have all been busy trying to settle the railway system; Parliament, Select Committees, Board of Trade persuasion, Railway Commission judgments, have not succeeded in allaying public dissatisfaction?—Certainly, they have not. In many instances, there is very good cause for complaint.

27885. Can a system so complicated as the railway system, conductead by private Boards, ever be efficiently controlled from the outside, or must you not go in and take hold of it, if you want to reform it?—I think the business of the railway companies is extremely well conducted, except on certain points, and I think those matters of detail should be settled without any great difficulty. I would not say that that would necessitate the centralising of them in one department. Whether it is a right thing or not I could not say.

27886. If your amalgamation stops short of one system, and you allow three or four systems to continue in Ireland, you would bring the policy of cross purposes to a maximum, because you will relieve the greater companies of the existence of the lesser ones and give them more time to devote to baffling each other as they do at present?—Quite so; if they thought right, they would have more time to baffle each other, and block one another, and interfere very much with one another.

27887. You are quite aware, I take it, of the principal complication in this case. It is a question of finance. It is urged that the export rates to England, as compared with the import rates from the Continent, damage the Irish exporter, and that the export rates from England, as compared with the inland rates for Ireland, hamper and restrict the Irish manufacturer. The question is, therefore, one of incidence of rates?—So I have heard.

27888. If you amalgamate the companies into three or four companies, or into one, and still leave them in private hands, it is obvious that the rates and fares will remain where they are. They would not be reduced by amalgamation?—I could not say that.

27889. Mere amalgamation would simply mass the lines together. It would have no effect of itself upon the rates and fares?—Not of necessity. It does not follow as a consequence.

27890. If you attempt by law to reduce the rates and fares, you see the critical financial question that arises. The railways of Ireland have only about half-a-million a year now to pay the ordinary dividends on £14,000,000 stock. Would it be a promising effort to try to get the Legislature to pass a law decreeing reductions in rates and fares that would cut away or extinguish that half-million?—I don't think it would.

27891. Then amalgamation will not touch the public interest, so far as it concerns the local rates and fares. On the other hand would not there be a saving in the working expenses?—Yes.

27892. If you amalgamate the lines, and if they remain in private hands, the money saved in working expenses would go to increase the dividends?—A great many would hope so.

27893. That would be excellent for shareholders. How would the public interest be benefited?—I leave that to the members of the Commission, who are better acquainted with the working out of this thing than I.

27894. I put it to you, assuming that the application of public credit to the purchase of the lines left a good surplus out of the present net profit, after paying the charges for the loan, and that united working under a public authority made a large saving in the working expenses, these two savings might be used for a large experimental reduction in rates and fares, without any cost to the public?—It would be a great advantage.

Examined by Mr. ACWORTH.

27895. Were you in India when there were three systems alongside. There were guaranteed railways, independent railways, and State railways?—Yes, but I should mention that I was not on railway work in India, although, of course, I know that.

27896. You know that it is so?—Yes.

27897. Do you know that lately there has been rather a strong reaction in favour of encouraging pri-

vate enterprise rather than building new State lines in India?—No. I don't know that.

27898. Then I won't ask you about it. You mentioned the case of the inconvenience experienced in going from Belfast to Cork, and to places beyond Cork. The great bulk of the people coming from Belfast are coming to Dublin?—Exactly.

27899. The great bulk of the people going to Cork do not come from beyond Dublin?—No.

27900. You realise that the trains must primarily be run for the benefit of the service to and from Dublin?—No doubt.

27901. There always must be a difficulty about making connections?—I don't think there should be.

27902. You think it might be better?—I don't see any difficulty.

27903. Take, for example, your case of the Killarney express. Suppose 100 people from Dublin, for some reason—I don't pretend to know—think eleven o'clock is the best hour, it would not be reasonable to put it back to 11.15, and make them all late for their dinners in Killarney for the sake of two people from Belfast?—They would not be late for their dinners. There is a luncheon car on the train.

27904. Suppose eleven o'clock is the best hour for Dublin, it would not be reasonable to make a later start for the sake of two per cent. of the passengers?—Not if there were only two per cent. to suit.

27905. I dare say the railway companies will, when their turn comes, tell us about the amount of through traffic. Do you say that either the Great Northern or the Great Southern and Western have any interest in booking the traffic through Dublin?—I am sure they have not.

27906. So, if it is interfered with, it may be stupidity or it may be because they are doing the best on the whole?—I think they could do better.

27907. They have no interest in not making the best connections they can?—I cannot see how they could.

27908. They have got the same interest as the State would have if it were all one system, as far as you see?—Yes, so far as I see.

27909. In a good portion of Ulster you have got competition between two first rate and prosperous companies?—Yes, towards Derry.

27910. And at a good many points they are competitors more or less. Do you think Ulster would be willing to give up competition, or rather to keep it? We had a gentleman on Saturday, who said he would be willing to let it go, and put the two companies together?—Certainly, I would rather have competition.

27911. You would rather keep both companies?—I would; but there is very little competition in Ireland, and there is not likely to be much.

27912-27913. You personally would rather keep competition?—I would.

27914. Which do you think is the common opinion, either to keep it or to let it go, and put the two companies together?—Personally, I think competition is very good. There has been considerable acceleration on the lines to Derry recently, I know.

27915. What is the common opinion, do you know, or would you rather not express an opinion?—I think the common opinion is in favour of competition.

27916. Take another case. There is competition to Limerick by the Great Southern and by the Midland line?—I don't know that.

27917. You would expect them to say the same thing?—I dare say they would.

27918. Then it would come to this, that your idea of absorption would only apply to absorbing systems like the Cork and Bandon and Cork and Macroom, where it would not affect competition?—That is what I have stated.

27919. You would not carry an absorption to the extent of getting rid of competition where it now exists?—No, I would not.

Examined by Colonel Hutcheson Poë.

27920. With regard to competition, does not the present system of private ownership lend itself to this, that eventually, in the desire to get traffic, one from the other, and do the best they can in the interests of their shareholders, competition reaches such a point that it cannot be used any more, and then it ceases to act as a protection to the general public?—Of course there is that limit to it.

27921. And it may be necessary, in the interests of the lines, for them to come to some mutual understanding, in which case competition practically ceases to exist, and the result is a monopoly—a justifiable monopoly—in the interests of the shareholders?—No doubt.

27922. It might turn out that, in the interests of the general agriculturist and of the manufacturer, that the present system should be eliminated by a system of State ownership?—State ownership would be under control?

27923. Yes, as regards rates and fares?—No doubt.

The necessity for combination and co-operation on the part of Irish producers.

27924. Then, again, with regard to the cheapness of transport being a necessary element in the development of this country, we often hear a great deal about the assistance which cheap transit gives to Continental countries; is it not also the fact that cheap transit would have been of very little effect unless accompanied by combination and co-operation on the part of the producers on the Continent, in sending their consignments in very great bulk, which enables both railway companies and shipping companies to give very low rates?—I am sure that that is a necessity that should be seen to, and it is not seen to in this country.

27925. Is it not a great want on the part of the people in this country?—Undoubtedly.

27926. In spite of the efforts of the Department to introduce co-operative principles, and of the facilities which are offered by the railway companies, if the agriculturists would only send their consignments in greater quantities, they still are not alive to the importance of such a system, and each man prefers to act for himself?—It is insufficiently developed as yet, but the system will come on, I am sure.

27927. You think there is an improvement in the gradual adoption of co-operative principles?—There is undoubtedly. I am a farmer myself.

The desirability of cheap transit for road material.

27928. You say it is very desirable that low rates should be given for large quantities of road material, and in such cases you thought the opening up of some quarries in Armagh would be very beneficial to the adjoining county—Tyrone?—Yes.

27929. I think Tyrone is in a rather bad state as regards road material?—It is in the southern part, about Dungannon.

27930. I know Tyrone myself. I know the roads in my district are pretty bad. Whereabouts would be those quarries you speak of, with the expected output of 3,000 or 4,000 tons?—Portadown, Lurgan, and Keady.

27931. From there it would go to Cookstown and Dungannon?—From Portadown it would go to Cookstown and Dungannon.

27932. What would you say the present rate was?—For short distances they have asked me to pay something like a shilling, for something like three miles. For distances over that I think it comes to about twopence per ton per mile.

27933. For ordinary road material?—Yes.

27934. That seems very high?—Yes.

27935. *Mr. Croker Barrington, Solicitor.*—Give me some particular point?

Rate for road material from Portadown to Verner's Bridge.

Witness.—From Portadown to Verner's Bridge, a distance of nine miles, 1*s.* 6*d.* is the rate.

27936. *Colonel Hutcheson Poë.*—At any rate, both in the interests of the quarry industry and of the roads, and of the motor traffic which you advocate, it would be very desirable that every facility should be given to provide cheap transit for road material?—I think so.

27937. Motor traffic, you say, can be applied with very great benefit to feeding the existing railways?—Yes.

The institution of road motor services in certain districts.

27938. A good many witnesses, speaking of Tyrone County, with which I am acquainted, have referred to the want of connection in the centre of Tyrone. I suppose it would be specially well adapted for motor traffic, in the first instance at any rate, in order to see whether the resources of the country would eventually justify any expenditure being incurred on the construction of railways?—I think it would be an excellent thing to experiment with a motor service in the first instance, to see whether, later on, a railway would eventually pay or not.

27939. Of course, if that is desirable, the first essential is to have all the roads in good order?—To have them sufficient for the traffic.

27940. For the motor traffic?—Yes.

27941. Then, in connection with the time occupied in train journeys, you mentioned that the 9.50 train

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Mr. R. H. Dorman, C.E., County Surveyor, Armagh.

Complaint as to slow passenger train service between Belfast and Armagh and Armagh and Warrenpoint.

from Belfast to Armagh takes an hour to perform the journey. I don't know whether that has been altered since you made that abstract?—I think so.

27942. According to the October Guide you are not nearly so well off now. To reach Armagh you have to leave Belfast at 9.30, and you do not arrive until 10.45; so that it takes 75 minutes to go thirty-five miles?—Yes.

27943. With regard to the connection between Armagh and Warrenpoint, I see, according to this time-table, it takes 85 minutes to go twenty-eight miles, which is, roughly speaking, about nineteen miles an hour?—There is great delay at Goraghwood.

27944. One train takes 85, another 82, and another 75 minutes. You cannot call that a satisfactory service to a watering place like Warrenpoint. Your service up from Warrenpoint is rather better. Have you anything to say about that?—I took those from the time-table at the time, barely two or three months ago.

27945. From Warrenpoint to Armagh is considerably quicker?—I am sure it is quicker, as the ten minutes to five gets in at 5.40—that is fifty minutes.

27946. Has any representation been made to the railway company to give a better service to Warrenpoint?—Not recently. But recently they have improved the service from Warrenpoint to Armagh, by letting the Dublin train away before the Armagh train comes up from Warrenpoint. Then they have a motor service from Goraghwood to Portadown, and it has improved the thing immensely, getting to Armagh.

Mr. James Kiernan examined by the Chairman.

Mr. James Kiernan, Builder, Dublin, Representative of the Queen's County County Council.

(See 27991-3).

27947. You are a builder in Dublin?—Yes.

27948. And you appear before us on behalf of the Queen's County County Council?—I think not. I appear before you as a quarry owner in Queen's County, at a place which is not served by a railway.

27949. Then you have no authority to speak on behalf of the County Council?—I don't think so. I have been communicated with by them.

27950. But you are not a member?—No.

27951. You appear here in your individual capacity as a builder in Dublin, and wish to bring before us some questions with reference to stone quarries?—Yes.

Extent of the Stradbally stone quarry industry.

27952. Where do you work your stone quarry?—At Stradbally.

27953. Is it yours?—It is rented by me from Colonel Cosby.

27954. Is it building stone?—Building stone.

27955. How many men do you employ in the quarry?—I employ, for the last three or four years, an average of between 90 and 100 men. Stradbally is in the line between Athy on the one side, and Maryborough on the other.

27956. Speaking generally, you say nearly 100 men are employed in that quarry?—Yes. There are not quite so many in it now. There are about sixty in it at the present moment.

27957. Where is the stone principally used?—The stone is principally used in church-building.

27958. In Dublin?—Yes. It has been used extensively in Dublin. I am, at present, using it extensively in Dublin.

27959. How do you get the stone to the railway station?—By cart.

Location of the quarry.

27960. How far is it from the nearest railway station?—The nearest railway station would be Maryborough, but the road is very bad, and very hilly, so that we come to Athy.

27961. What is the most convenient station?—I think Maryborough is the nearest, but Athy is the most convenient for carting.

27962. That is on the Great Southern line?—Yes.

27963. You have eight miles cartage to Athy?—Yes.

Present means and cost of transit to nearest railway station.

27964. What do you estimate the cost of that?—Five shillings a ton.

27965. Has any suggestion been made, to your knowledge, to the Great Southern Company, or any other persons or company, with reference to making a railway between these points?—Not in my time. I have been there only four years, but I heard that some time ago they were endeavouring to get a railway.

Extension of railway communication to Stradbally urged.

27966. Do you think there is sufficient traffic to justify a railway being made to the quarries?—Not to the quarries, because the quarries would depend principally on the necessity for cut stone, principally in Dublin, but, at the same time, if you were sending this cut stone to any part of Ireland, no matter where, it would be a convenience, and it would reduce this five shillings a ton enormously

27967. What is the rate from Athy to Dublin, when you get the stone loaded and trucked?—6*s.* 8*d.* a ton for worked stone; rough stone is cheaper—four shillings a ton.

27968. I suppose you don't object to those rates *per se*, as railway rates?—No.

27969. Your point, principally, is that it would be an immense convenience for that district if the railway were extended in the direction of the quarry?—Yes. At the present moment we pay five shillings and 6*s.* 8*d.*, that is 11*s.* 8*d.* a ton to bring the stone forty-five miles. We are not in it with foreign importation; that is taking Portland as being a foreign place.

27970. That comes by sea, direct to Dublin?—It is water-borne the whole way. I have brought cargoes of rough Portland stone to Dublin for 6*s.* 6*d.* a ton, and the men were, in some cases, a month out at sea, dodging the bad weather, and it is done now the same way.

27971. What is your output about now?—Our output at present is about twenty-five tons of worked stone per week. We have been doing thirty and thirty-five. I built a church in the County Carlow that took a considerable quantity of that stone. On account of the peculiar position of the quarries we had to send it by traction engine right across thirty miles of country. If there was a railway to Stradbally I could have saved money by sending stone on it to Bagnalstown, and cart from that station to works.

Examined by Colonel Hutcheson Poë.

27972. This industry is of recent growth?—The quarry is there a long time.

27973. It has only been worked by you for the last few years?—It is being worked extensively by me, but I may say it is very superior stone, and very useful stone for good work.

27974. I know the stone well. Is it a difficult stone to work?—Not as a limestone. It is a much easier stone to work than Ballinasloe stone.

27975. Or than Kilkenny stone?—It is very much easier than Kilkenny.

27976. That is a hard stone to work?—Yes. Some of the hardest beds in our quarry are not as hard as Kilkenny stone.

27977. At all events, you employ nearly 100 men and would pay out about £6,000 a year?—Yes.

27978. Even with the reduced output in winter time, and at slack times, and owing to other causes, it would come to £4,000 a year?—It is a fine thing for Stradbally. We have been getting good supplies out of it. There is no difficulty in getting any quantity of stone out of it provided there was some way of getting it away. I often thought of some sort of steam traction between the quarry and Athy.

27979. Has there been any effort made in that direction?—No. I thought of it myself. If there was any very large job on I would put a traction engine on the road myself.

27980. *Chairman.*—You mean for a large contract of stone?—Yes.

27981. *Colonel Hutcheson Poë.*—Is the building trade in this country, in your experience, on the increase or decline?—It has its ups and downs. I remember it going up and down like a wave in my own time. At the present moment it is pretty low.

27982. It has been low for the last year?—Yes. It has been low all over the Three Kingdoms.

27983. With an output of a couple of thousand tons a year from the quarry, assuming even that the whole of it went to Dublin, that would only mean a payment of £600 or £700 to the railway company?—That is so.

27984. That would hardly justify the expense of constructing this particular railway?—Not for the quarry, but there are a good many other things down there.

27985. Of course, we have had evidence as to the use it would be in connection with the Castlecomer coals?—The canal runs close by, within four miles, but it is no use whatever for stone.

27986. Why don't you use the Grand Canal?—The rates are absolutely higher than the rates by the railway.

27987. For stone on the canal?—Yes.

27988. Can you give us the rate?—The rates are 9*s.* 9*d.* a ton for worked stone, and they had no crane to lift the stone. I offered to put a crane on the bank at Vicarstown Station, and to use it myself, and I asked if I did that what would be their rate, and they said the same thing.

27989. It is the first instance we have had of water carriage being higher than railway carriage?—I don't think they want stone at all. They are afraid that some of the workmen might drop the stone on to the bottom of the boats. It is impracticable to send it by canal for several reasons.

27990. It ought to be more advantageous, because there is no necessity for quickness of transport?—Yes, it ought. It is the best way for carrying stone, because there is no shunting, and no danger of chipping the stone. There is always that danger in railway wagons.

27991. Although you are not a member of the Queen's County County Council, I think it is a fact that the Queen's County County Council asked you to give evidence on their behalf, and in the interests of the county?—Yes.

27992. *Chairman.*—But you are not authorised?—I am authorised. I had a letter from the County Council asking me to give evidence.

The Secretary.—He was appointed by the County Council.

Witness.—I am not a member of the County Council.

27993. *Colonel Hutcheson Poë.*—You are asked to give evidence on their behalf?—Yes, because they are very much interested in the development of industry in the county. With regard to limestone, I may mention that there happens to be no great quantity of it near Dublin. You have to go to Navan for good limestone, to a place called Ardbraccan, to Sheephouse, below Drogheda, and except a quarry at Skerries there is no limestone quarry nearer than those two, while my quarry is forty-eight miles from Dublin. I want to point out that limestone has been extensively used in Dublin, and would be more extensively used if it could be carried somewhat more cheaply. What happens is this. When a man got an order for stone from the old quarries, and I used to do it myself before four years ago, it was necessary to wait so long for these small men in these little places to supply them with stone that everybody got out of humour. The employer got out of humour; the architect got out of humour and would not specify the stone. The result was that the limestone industry of Ireland got into a very bad state, and stonecutters were half idle all the year round. Our quarry started a good many of them. There are about a dozen stonecutters altogether belonging to the place who have been trained there, but when we went there there was no stonecutter at all working in the place. These men belonging to Stradbally were working elsewhere in the quarries through the country. Therefore we have to bring these men from a distance in some cases. They have to pay these heavy car fares. Again, there is one thing which I may point out. If there was a railway there a good many other things might be done. For instance, there are parts of the country where they want broken stones for macadam and the like of that. We have some very hard stuff, and if we had a stone-breaker we could send road material to those places, if we had a railway. We could also send lime to Dublin if we had a railway. I have gone into the thing. We could compete with the lime in Dublin and send very much better lime than they get in any part of Dublin. Even in my own case I get through about six or seven tons of lime in an ordinary week. I use a lime kiln in the quarry. They are very easily built.

27994. What quantity of lime is brought by rail into Dublin?—There are not very many tons of lime brought into Dublin by rail, for this reason; there is a rough limestone, coarse mountain limestone, in the neighbourhood of Dublin, and at St. Doloughs, six or seven miles to the north, and at Feltrim, about eight miles out. Those places and Castleknock supply the greater part of the coarse lime used about Dublin. They get a stone down at Clane, in the County Kildare, which they send up to Dublin. That is burned in Dublin. They call it Kildare lime, and it makes a very white mortar. A man will pay about five shillings a ton for carting lime to Dublin from St. Doloughs, and there is no way of bringing it except by cart.

The suggested provision of steam traction by road from Stradbally to Athy.

27995. Has any representation been made to the railway company to see if they could meet you as regards providing a traction engine for drawing the stone from Stradbally?—Nothing has been done about it.

27996. I suppose you are not in a position to go to the expense of establishing such a service yourself?—Unless there was some very big quantity required. I would do it then quickly enough.

27997. The bulk of the orders come in small quantities?—No. The work that is being done for the last four years is mostly for jobs of my own. I have built three churches.

27998. You say if builders were certain of getting the stone as they want it, it would develop trade very considerably?—Yes. I have supplied some of them with rough stone in Dublin. They wanted to cut it themselves and I gave them the rough stone.

27999. Surely, in these circumstances, it would be worth your while, or that of the railway company, to provide some cheaper mode of transit than carts?—I have looked into the matter of steam traction. They make nowadays very good machines that travel five or six miles an hour and carry six or seven tons. They are used in some parts of Ireland. The Antrim iron ore people, I am told, with a machine called the Wallis, can do three journeys of six or seven miles in the day. That is, they carry about twenty tons and cover a distance of forty miles, including the return journey, which is made empty, with one of these tractors. From various things which I know I have come to the conclusion that a tractor would do this work and probably pay at about two shillings a ton. One man can drive a tractor, and you do not require a man in front on a bicycle with a flag in his hand or anything of that sort.

Examined by Mr. Acworth.

28000. At present it seems to me you send away about 2,000 tons of stone a year. You don't send away any uncut stone dressed?—We have sent some 800 or 900 tons of rough stone to one builder in Dublin.

28001. It is not a regular trade?—No.

28002. The rates kill it, as I understand?—Yes.

The improbability of Stradbally traffic in itself paying for a new railway.

28003. I calculate that if you had a railway to Stradbally your present traffic would only pay about £100 a year?—Yes, in addition to the amount paid at present.

28004. I am assuming you paid 1½*d.* a ton per mile? Yes.

28005. Suppose the railway cost about £30,000—probably it would be something like that figure—£1,200 would be required for interest alone?—Yes.

28006. Not allowing for working expenses?—Yes.

28007. You would have to increase the traffic very largely before you could begin to think of paying for the railway?—It will never increase as long as the place is in the condition in which it is at present.

28008. Are there any other industries there?—There is a large malting place, the Nortons, a very large place, and they bring a lot of stuff by canal, and are constantly carting backwards and forwards to the canal.

28009. And the railway might get that

28010. How many men does that employ?—I don't think it employs a great number of men. It is a most up-to-date place, provided with machinery.

The value of the Stradbally traffic in the event of a line being run to Castlecomer.

28011. Do you think it probable that a traffic worth £100 a year, and the other traffic at Stradbally, would increase to £2,000 a year, or twenty times as much?—I don't think so.

28012. Then the capital of the company would require to be paid for by somebody else?—No doubt about that. Of course, it might go further to Castlecomer district, in the same line of country. I am not a Queen's County man, but I know it is down that line.

Oct. 14, 1907.

Mr. James Kiernan, Builder, Dublin, Representative of the Queen's County County Council.

Colonel Hutcheson Poë.—Colonel Cosby gave evidence in favour of a line to Portarlington, and this was an alternative scheme.

28013. *Mr. Acworth.*—Your evidence comes to this, that besides the direct coal traffic from Castlecomer, Stradbally would give traffic on the road?—Yes.

Examined by Mr. Sexton.

28014. The County Council wished you to give evidence as an expert with regard to the condition of this industry?—Yes.

28015. Could you say about how much of the value of this stone in Dublin is represented by the freight and cartage?—About one-third of the value in Dublin would be represented by the freight and cartage. I sell the stone in the quarry at 1*s.* 6*d.* the random block, and it would cost the butt end of a shilling to bring it to Dublin. It takes 2*s.* a ton cartage in Dublin, and 9*s.* from the quarry—that is 11*s.* 6*d.* for rough blocks of stone.

Cost of conveyance of Stradbally stone to Dublin.

28016. Does the stone in Dublin represent one-third of its value to the builder in Dublin in cartage and freight?—Yes. We may send stone from Stradbally in two conditions. They may say: "Put it on the rail for me, at so much, at Athy, and I will pay the carriage to Dublin," or they may say: "Bring it to Kingsbridge for us and we will take it from Kingsbridge." But the way I have supplied it is, I have delivered the stone in the builder's yard in Dublin. What I call the cost of freight and cartage is what I have to pay from the time it leaves my quarry until it is delivered in the builder's yard in Dublin.

28017. Of the whole cost of the stone transit to Dublin represents one-third?—Yes.

28018. The transit costs you 11*s.* 8*d.* a ton if you bring it to Kingsbridge?—That is for wrought stone. I am talking of rough stone now.

28019. Take them separately. Take rough stone first?—I have supplied rough stone in Dublin at 2*s.* 9*d.* per cube foot, and something like from 10½*d.* or 11*d.* of that went for carriage.

28020. Now take the wrought stone?—The wrought stone varies in price according to the way it is worked, but it runs roughly from six to ten shillings a cubic foot.

28021. *Mr. Acworth.*—How many cubic feet to the ton?—Fourteen.

28022. *Mr. Sexton.*—How much is represented by the cost of transit?—It is only a little over the same thing—about a shilling a cubic foot.

28023. The additional value of the stone represents the wages of labour?—The cost of bringing up the rough stone would be five shillings, plus four shillings, plus two shillings. That would be eleven shillings. The amount for carting the wrought stone to Athy would be five shillings. Carters charge the same for carting rough or wrought stone. The railway charges 6*s.* 8*d.* Five shillings, plus 6*s.* 8*d.*, plus 2*s.* carriage in Dublin, is 13*s.* 8*d.* for wrought stone as against 11*s.* for rough.

Its percentage on the value of the stone.

28024. What proportion of the value of the wrought stone is the thirteen shillings?—An average of about one-sixth.

28025. Now we have it that the cost of transit is about one-third the value of the rough stone, and on an average one-sixth the value of the wrought stone?—Yes.

28026. Can you tell me what proportion of the value of Portland stone in Dublin is represented by the cost of transit to Dublin?—Yes. Portland stone costs about two shillings a cubic foot at Portland, in what is called random blocks, big blocks—not rubbish. Then it is put on to sailing vessels, and it comes across for from 6*s.* 6*d.* to 7*s.* a ton, that is, I may say, about sixpence per cube foot. That is about one-fourth.

28027. What proportion of the value of Portland stone in Dublin is the cost of transit?—There is cartage in Dublin, a couple of shillings per ton, that would be about threepence per cubic foot.

28028. I want the comparison?—The comparison between the two is against us.

The percentage of freight on value in the case of Portland stone.

28029. What proportion of the value of Portland stone in Dublin is the cost of transit to Dublin?—About twenty-five per cent.—sixpence or sevenpence a foot as near as I can get it. Portland stone is a little lighter than our stone, and there are about fifteen feet to the ton. That is only a small difference.

28030. And the transit system, as it stands, puts you at a great disadvantage, as compared with Portland stone?—Yes. Here is a point. In connection with the College of Science job, in which they are about to use Portland stone, as you can get Portland stone across at these rates you save nearly sixpence a cubic foot. Of coure, then, they get a softer stone than the Irish limestone to work, and I suppose the architect puts some value on the buff colour of the stone, as compared with the bluish-white of the Irish limestone; but it hits the limestone industry in Ireland.

28031. Is the Irish limestone better suited to the climate and atmosphere of Ireland than Portland stone?—Certainly.

28032. Then this struggling industry is made more difficult by the relation to each other of the transit systems?—Yes.

28033. *Chairman.*—There is the cost of bringing the stone from the top of Portland down to the quay for shipment?—Yes; but the charge I have given is the charge of the stone put on the ship. What I am putting together is the price paid to the men who put it on the ship at Portland, and I am adding that to the freight.

28034. *Mr. Sexton.*—With regard to railway and canal rates, have you heard that there is a private agreement with the object of securing that the canal shall not compete with the railway?—I don't know of it. I have found the railway people reasonably easy to get on with. They carry the stuff very safely. They have not far to carry it of course.

28035. Is limestone in much demand for building?—In very considerable demand.

28036. Not in Dublin only, but throughout Ireland?—Certainly.

28037. Could the industry be greatly developed by favourable transit conditions?—The limestone industry of Ireland would be greatly developed if conditions were favourable. There are parts of Ireland where there are enormous quantities of limestone, which would give the very largest blocks—larger than anything in Portland.

28038. And people are leaving the country for want of work?—In many cases they are. A short time ago I was in Derbyshire, in a big quarry over there, which produces a sandstone. St. George's Hall in Liverpool is built of that stone. I was surprised to find a man from the town of Kilkenny in charge of the place. He had to leave this country. He is a man who would be an acquisition to any country. He left twelve years ago. He got into a technical school in Manchester. Now he is the managing man of this place, over the stone-cutters, and takes all the orders, and sees that they are carried out.

28039. Are there not many countries into which you could go and find Irishmen, who could not earn a crust at home, in charge of important industries?—His brother is working for me down in Stradbally.

28040. The development of this limestone trade would be one of the ways of checking emigration and giving increased revenue to the Government, and adding to the security for land purchase annuities, and so on?—One thing about stone-cutters is, they are a very hard-working body of men—not only the limestone men, but the granite men.

28041. And your industry, under all its difficulties, sustains 100 men on good wages for the artisans and for the labourers?—Yes. Of course to understand the thing properly, if we brought the stone to Dublin and worked in Dublin we would pay more wages in Dublin. If we carried the rough stone to Dublin and worked it there we would carry thirty per cent. more stone than we should want, so it would level up the price.

28042. Well, upon this industry of yours also hang the lime-burning industry and the macadam employment?—Yes; of course these things could be done, and, no doubt, there are parts of that boggy country that want macadam. Of course they make use of gravel. Gravel is to be found in the bogs.

28043. But the development of the lime-burning industry would lead to the spending of more money on other industries, and to sending less out of the country for foreign manures?—Yes. It is a particularly fine lime that can be burned there too. I used it in building a church in Carlow County costing £16,000.

28044. You know pretty well that since the railway system began in Ireland, about fifty or sixty years ago, they have been trying to get a line from the Castlecomer collieries to communicate with the ports. Do you know that?—I heard that.

28045. And some of the projects contemplated a line running through Athy from Castlecomer?—Yes.

28046. Do you think that such a line as that, developing the great colliery industry of the Leinster coalfields, might be remunerative?—I am not acquainted with the coalfields at all; but I am sure that if they were working them it could certainly be remunerative, because I know from the prices that we pay for coal in Stradbally that it is a cheap coal.

28047. It would be a cheap coal if favourable transit conditions existed?—Yes.

28048. But when they have to cart the coal to consumers, of course, it becomes dear?—For lime-burning we cart it from these coalfields. I think it is thirteen miles from Castlecomer, where the stuff is bought, and we bring it for burning lime, and find it extremely cheap. The stuff for burning lime is got for a shilling or one and sixpence a ton. That, of course, is a kind of rubbish, small stuff; but at the same time if we wanted to burn lime, and had to bring the stuff from Dublin, it would cost us about ten or eleven shillings a ton.

28049. The evidence here is that the market for that coal is really limited to the cartage radius, and, therefore, the coal is of little use to the country?—Yes; and I think there is a lot of English and Scotch coal comes into Stradbally.

28050. Certainly. My point is that as they cannot send the Castlecomer coal by rail, it has really no market beyond a cartage radius?—Yes, that is so.

28051. Now if the line were only from Stradbally to Athy, and not from Castlecomer, you do not expect that line would live upon limestone if it were made?—No, it could not.

28052. It is a populous district?—There is a great number of people living in Stradbally.

28053. A populous district?—Not nearly so populous as formerly.

28054. I suppose, like other parts of the country, it has suffered from emigration?—Yes.

28055. And, of course, from the multiplicity of causes that you describe in your evidence?—Yes.

28056. And there is a large agricultural output?—Yes, large.

28057. And there are other industries?—Yes.

28058. And there is a considerable population there?—There is a considerable population there.

28059. And the district has not only a large agricultural output, but also requires supplies of goods?—It does.

28060. What would be the length of this line?—To Stradbally is, I think, about eight miles from Athy.

28061. And it might cost about £40,000?—£5,000 a mile, I suppose.

28062. And that might mean, perhaps, in interest, £1,600 a year, in addition to working expenses?—Yes, all that.

28063. And I suppose the Great Southern and Western Company have considered the question of the construction of such a line?—Well, I never heard that they did; but, of course, I heard that the thing was talked about some years ago.

28064. It might not immediately pay?—It might not, though in the course of time it might become a remunerative line. The people all round about Stradbally, and the part of that neighbourhood that I know, are a very industrious race, a good class of people, hard-working and sober and respectable, and they seem to be people that, if there were facilities for them, would get along better than now.

28065. In a case like this, where there is a doubt of profits being made, would you expect private capital to construct the line?—No.

28066. Whether the capital of an existing company or a new one?—No.

28067. You could hardly expect the district to guarantee after recent experiences?—No.

28068. And suppose the question of transit were regarded in Ireland as in Australia and in Germany and other countries, as a question in which the whole country is interested, and that a public authority, an Irish authority, with resources in its possession, were, taking this system as one, to construct lines in districts such as this, provided the public interest required the construction of the line, and used State resources to defray the cost of the line, without a special levy on any district, do you think that that would be the most likely way to meet such wants as you have described in your evidence?—I suppose that is really the only way. I might say, sir, that, in my opinion, of course, a narrow gauge railway would be of very little use for carrying stone. It is not like a thing you put into sacks, it is not like sods of turf; you cannot transfer it easily.

28069. *Chairman.*—You cannot transfer it. It must be the same gauge. There is no doubt about that.

28070. *Mr. Sexton.*—I think we have done with the narrow gauge?—No; you cannot transfer the stone.

28071. Don't you think that future lines are likely to be made to the gauges of the great lines?—Yes; but, of course, that is another question.

Oct. 14, 1907.

Mr. James Kiernan, Builder, Dublin, Representative of the Queen's County County Council.

Cost of proposed line from Athy to Stradbally.

The improbability of private capital being forthcoming for railway extension in the district.

The application of public funds by an Irish authority to the provision of railway extensions recommended.

Future railways to be broad gauge.

Dr. George Gibson, J.P., examined by the Chairman.

28072. Dr. Gibson, I think you are a Justice of the Peace, and you appear on behalf of the Donaghadee Urban District Council?—Yes.

28073. You have been requested by that Council to come before us?—To come here.

28074. First of all, I suppose you want to refer, generally, to the railway arrangements in your own district?—Yes, sir.

28075. Where is this place?—Fourteen miles from Belfast—twenty-one and a half by rail.

28076. *Colonel Hutcheson Poë.*—By rail, twenty-two?—Twenty-one and a half or twenty-two by rail. The railway runs round by Comber to catch the connection there, and that makes the difference. Direct we would be fourteen miles.

28077. *Chairman.*—Then, about the fares?—The ordinary passenger fares are 3*s.* 9*d.* first class, 2*s.* 9*d.* second class, and 2*s.* third class. We consider they are excessive, considering the number of miles from Belfast is only fourteen; but they are not higher than on other Irish railways. We admit that.

28078. In other words, your geographical position, you think, would justify a lower fare, but on the distance travelled by railway the fares are in proportion to those of other railways in the country?—Quite so.

28079. Now, are there any special fares given on any particular occasions?—There are special fares given on two days in each week by the 10.20 and by the 1.20 trains. Those special fares are 2*s.* 9*d.*, 2*s.*, and 1*s.* 9*d.* We consider that if those fares were granted by the half-past eight and nine a.m. trains as well it would be a boon to the travelling public of Donaghadee.

28080. The cheap fares are limited to certain trains?—To certain trains.

28081. And your suggestion is that it would be a great boon to the district if the fares were available by earlier trains?—By earlier trains as well as by the two at present.

28082. I suppose they could come back at any time?—They could come back at any time.

28083. And you would like to be able, when those cheap fares were in operation, to go at any time?—Yes.

28084. That is what you suggest?—Yes.

28085. Now, I suppose those are market tickets?—Well, there is a third-class market ticket issued by the morning train only, each day, to go and return. It is 1*s.* 9*d.*, and we think it might be reduced to 1*s.* 6*d.*, as it is a very slight reduction for a market ticket from 2*s.* A still further reduction to 1*s.* 6*d.* would, undoubtedly, encourage traffic.

28086. Is there a considerable population in your district—is it sparsely populated or thickly populated?—We have a population of over 2,000 in Donaghadee, and in the summer time it is, of course, very largely increased.

Dr. George Gibson, J.P., Representative of the Donaghadee Urban District Council.

Extension to earlier trains of the bi-weekly issue of special tickets from Donaghadee to Belfast recommended.

Suggested reduction in the cost of market tickets.

Oct. 14, 1907.

Dr. George Gibson, J.P., Representative of the Donaghadee Urban District Council.

28087. Is it a seaside resort?—It is a seaside resort, only fourteen miles from Belfast. Our suggestion, also, in that case would be that the third-class market ticket should be reduced to 1*s.* 6*d.* instead of 1*s.* 9*d.*, as at present, and that it should be granted by the 1.20 train also. That would allow the poorer class, who have to work, to be able to earn half a day's pay before going; if it were granted by the one o'clock train.

Complaint as to excessive excursion fares.

28088. Now, in addition to those special tickets—market tickets and ordinary tickets—are there any excursion tickets issued?—Well, we do not call them excursion tickets from Donaghadee, Mr. Chairman. Excursion tickets are practically unknown to us. The reductions from the ordinary tickets are trivial. The fares are, 3*s.* 6*d.*, 2*s.* 6*d.*, and 1*s.* 10*d.*, and the ordinary fares, you see, are, 3*s.* 9*d.*, 2*s.* 9*d.*, and 2*s.* Should an excursion be given, such as to the Horse Show, which is a most important thing for farmers, and others, to visit and see the latest things in cattle, the fares may happen to be raised instead of lowered.

28089. Is that the Horse Show in Dublin?—In Belfast. Should that day happen to fall on a day on which special tickets are issued at fares of 2*s.* 9*d.*, 2*s.*, and 1*s.* 9*d.*, they are raised instead of being still further lowered to encourage the people to go to Belfast. The fares are raised; they go up then. The 2*s.* 9*d.* fare goes up to 3*s.* 6*d.*; the 2*s.* goes up to 2*s.* 6*d.*, and the 1*s.* 9*d.* up to 1*s.* 10*d.* That is the only excursion we have.

28090. But, I suppose they give an improved train service for it?—Oh, the train runs through at all times.

28091. Is it a special train?—No; it is an excursion by the same train, practically as the special fares are issued by.

28092. Those increased fares are charged by the ordinary trains?—By the ordinary trains on the day that special fares are issued. You see we have got special fares on two days of the week—Monday and Wednesday. Those special fares are 2*s.* 9*d.*, 2*s.*, and 1*s.* 9*d.* Should the excursion to Belfast, to this show for instance, fall on a Wednesday, on which we have those special fares, they immediately put them up to 3*s.* 6*d.*, 2*s.* 6*d.*, and 1*s.* 10*d.*, instead of further reducing them to encourage us to travel.

28093. *Mr. Sexton.*—Whenever there happens to be a special attraction the excursion fare is raised?—When there is a special attraction it is raised.

Explanation offered by the Manager of the County Down Railway.

(See Appendix No. 12.

28094. *Mr. Tatlow.*—May I state that the manager of the company, who is here, distinctly denies that, and desires to hand in this statement showing that single fares are issued on those Horse Show days. (*Document handed to Chairman.*)—(*Witness*).—I myself have paid it several times.

Mr. Tatlow.—The manager of the company, who is here, distinctly denies that they do raise the fares on those days.

28095. *Chairman.*—Here is the statement (*Document handed to witness*)?—Might I ask when did this come into force.

28096. Look at the date of it.

28097. *Mr. Tatlow.*—It was in force in 1905 and 1906, and in previous years?—(*Witness*).—I have certainly paid the extra fare myself on a number of occasions. I am not perfectly certain at present whether it was to the Cattle Show. I believe it was to the Flower Show and to the Dog Show.

28098. *Chairman.*—This is in reference to the Horse and Cattle Show. Now, you have a paragraph referring to house tickets. What do you mean by house tickets?—House tickets are issued by the County Down Railway Company to all builders of houses. To those who build houses at Donaghadee they issue tickets, first-class, for ten years, free tickets.

28099. Oh, yes, that is an advantage all round?—A very great advantage all round.

Proposed issue of third class season tickets.

28100. You do not complain of that?—Oh, no; oh, certainly not; but this thing about house tickets here has got in. But the subscription tickets are only issued first and second-class, and our idea would be, or at least we have asked the County Down Railway company to issue also third-class subscription tickets.

28101. The first and second-class are very low rates, are not they?—They are, but still you get a considerable number of people of the artisan class who could not pay second-class. If they had a still further reduced third-class subscription ticket it would certainly be an advantage.

28102. You think extending the subscription ticet to third-class would bring additional revenue to he company?—Additional population to Donaghadee nd revenue to the company as well. We have over 00 houses in Donaghadee capable of accommodating his class of travellers that we have been agitating toget third-class subscription tickets for, and these peole would undoubtedly come to live with us if they ad cheap means of travelling in the district.

28103. Are you aware whether what you cal a third-class house ticket is issued in England?—Ye.

28104. You know that?—Yes; I have been informed by parties that were in England that such is the case. I do not know it myself.

28105. My own impression—I am not speaing authoritatively—is that in England it is only first nd second. But you do not know?—No.

28106. My recollection of it is that these particiar tickets—what we call residential tickets—are onfined to first and second-class in England; but hat you say is that your circumstances are such tha it would be a great advantage to the people you tink and an advantage to the railway company if tose tickets were extended to third-class?—Yes. I man, of course, subscription tickets, tickets that are aid for, not the ordinary house tickets that are grated free by the railway company. I am not discussin at present the house ticket that is granted free to all new houses that are built within a certain raius. I am not discussing that ticket at all, but this tird-class subscription ticket that we have been agitaing for.

28107. A third-class season ticket?—Season ticet.

28108. Issued for a month?—Issued for a moth.

28109. Or three months?—Or three months.

Mr. Tatlow.—Might I hand you, sir, this satement of the companies who issue these free tickts, and of those who don't. (*Document handed to Chirman*).*

Mr. Sexton.—Does it include the County Down Railway?

Mr. Tatlow.—It includes all companies.

Chairman.—The free tickets for residential listricts are only issued in connection with houses of a certain value.

Mr. Tatlow.—That is so.

Chairman.—There is a value fixed?

Mr. Tatlow.—There is a value fixed.

Chairman.—The house must be of a certain alue to claim one of these tickets.

Mr. Tatlow.—Yes. And on the County Down ailway the house must be of £25 value for a first lass ticket, and of £16 value for a second class tick.

Chairman.—According to this there is only one railway in England that issues them.

Mr. Tatlow.—That is correct, that statemen I may say that that information, Sir Charles is obtained after communication with each of the ailway companies in the United Kingdom.

Mr. Acworth.—That no railway company in England issues free residential tickets, except one?

Mr. Tatlow.—Yes.

Chairman.—And my impression is that it was lone away with some years ago. It used to be don on the North Western to a certain extent; but that was forty years ago. There is more of it in Irelan at any rate than anywhere else.

Mr. Tatlow.—Yes.

28110. *Chairman.*—What do you say about tis?—I am not advocating the giving of a free residetial third class ticket at all. I am advocating the ganting of a third-class subscription ticket.

28111. For a term?—For a term.

28112. And at present they are first and secod?—And at present they are first and second.

28113. And they have recently been extendd in England to third class?—Yes. So I understad.

28114. And what you suggest is that it migt be extended to third here?—Yes, with benefit to al.

28115. All round?—Yes.

28116. Now, with regard to the time of the rains between these places, have you any objection to hat? How long does it take?—There was another little matter in regard to subscription tickets that, f you would permit me I should like to mention just now, and that is in regard to this subscription tiket—that is the ordinary subscription or monthly tiket—that provided the party in whose name the tiet is

* See Appendix No 13.

issue takes ill a week after it is issued, he cannot transfer that ticket to any other party he might get to take his place in his business; and we consider that that is a very great hardship, that he should not be able to transfer that ticket; that, after having paid for one month or two months, as the case may be, he should not be allowed to transfer that ticket to the man who takes up his business in time of his illness, and that ticket is consequently lost.

2817. But is there any surrender value. Supposing you took a subscription ticket for three months, and, through circumstances, you could only use it a month, and supposing you went to the railway company to surrender that ticket, would they give you any return?—I could not answer you that.

Mr. Tatlow.—They do make that allowance when under exceptional circumstances, either illness or other cause, the ticket cannot be used.

2818. *Chairman.*—Exactly. That is fair; and that is infinitely better than transferring the ticket to somebody else; because the ticket might be used everyday by different people. I do not think there is much in that contention. But that is your idea?—That is my idea.

2819. Now, you having mentioned that, let us go on to the times of the trains?—Fifty-five minutes for the ordinary and special trains.

2820. Stopping at every station?—Stopping at every station, and travelling 21½ miles.

2821. What is the time of the express trains?—Thirt-five minutes or forty minutes.

2822. Well, that seems to be a fair speed?—Oh, yes; the express runs at a very satisfactory speed.

2823. *Mr. Tatlow.*—I should just like to correct the thing when a wrong statement is made. The distance is 22 miles, not 21½.

2824. *Chairman.*—By railway?

Mr Tatlow.—Yes, sir; by railway.

2825. *Chairman.*—Then it is 22¼ miles?—Of course you see the way that Donaghadee is handicapped by the way the train runs.

2826. But the train has to run by the way the rails are laid?—Yes; but we are only fourteen miles from Belfast, and, of course, you have to keep that in your mind.

2827. But the railway had to be made all those miles had not it?—Yes.

2828. Then, in addition to all those that you have mentioned, I see that there are workmen's trains on this line?—Yes; from Newtownards, not from Donaghadee.

2829. You are rather too far away for workmen to live?—We have a number of workmen.

2830. Who cannot go regularly?—No; they stop all the week and come home on Saturday evening.

2831. Now, do you prefer the present system, or would you favour a system of nationalization of the railways?—My Council would favour nationalization of the railways.

2832. And you think that would be an advantage to the district—to your district, and, in fact, to Ireland generally?—I believe it would if it were properly carried out.

2833. That is to say, if it were managed by an Irish authority?—No; I would not care for saying by an Irish authority.

2834. Then would you have an English authority?—This is only my suggestion, but my idea would be that it should be managed by a Board, composed of some of the best managers of railways, whether English, Irish, or Scotch, under the control of the State. They should be given a free hand to manage it for the benefit of the country.

Examined by Mr. Sexton.

2835. We all recognise that you must have an expert Board to manage, if the system were unified; but would it not be desirable that the Board of experts, the Board of paid officials, should have some buffer in the shape of a representative authority between them and the public?—Yes, it would.

2836. That the Board of experts should not be open to direct solicitation by the public, but should be protected by the existence of an authority over them?—Yes.

2837. Now, taking the sketch you have given us of your own complaints in this locality, do you think that a public authority, managing the Irish lines, and responsible to the opinion of the country, would be more likely to respond to public needs, such as you have described, than a body of private owners?—I think the probabilities are they would.

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Dr. George Gibson, J.P., Representative of the Donaghadee Urban District Council.

28138. I should like you to state, Dr. Gibson, what you take to be the effect of the railway arrangements upon the town of Donaghadee, in regard to the working population, people who reside in Donaghadee though they are working in Belfast. What is the effect of the railway arrangements upon them?—Well, the working-class people cannot reside with us and attend to their work in Belfast because they cannot get there in time for their work.

Suggested running of an early workmens' train from Donaghadee to Belfast.

28139. This is twenty-one miles from Belfast?—Twenty-two and a quarter I am informed.

28140. You know that in England employees, artisans, and even workmen live further away from where they work?—Yes, and they have not got any trains at present.

28141. What would you wish to see done?—I would like to see the train that at present starts from Newtownards, which is only seven miles from Donaghadee, start from Donaghadee.

28142. *Mr. Tatlow.*—It is eight and a half miles?—We only reckon it is six by road. I would like that that should start from Donaghadee.

Mr. Sexton.—They are not so precise about miles.

Mr. Tatlow.—But it is better to be accurate.

28143. *Mr. Sexton.*—Then let us take the correct figure?—There is a train at present that leaves Newtownards at ten minutes past five in the morning.

28144. How many miles nearer to Belfast on the line is Newtownards than Donaghadee?

28145. *Mr. Tatlow.*—It is thirteen and a half miles from Newtownards to Belfast.

28146. *Mr. Sexton.*—And eight or so from Newtownards to Donaghadee?

Mr. Tatlow.—Eight and three-quarters.

28147. *Mr. Sexton.*—Well, what is it you wish, Dr. Gibson?—The train at present starts from Newtownards. If they started from Donaghadee, eight and three-quarter miles, as I understand, further on, we would have a fairly decent train service.

28148. *Chairman.*—What time would that train have to leave?—Well, five minutes to five.

28149. A quarter to five, we will say—about a quarter to five?—It is ten past five at Newtownards.

28150. You ought to allow sixteen minutes at any rate. You don't expect the train to run more than twenty-five miles an hour?—Five minutes before five.

28151. Then the working man would have to get up at four o'clock in the morning to get into Belfast in time for his work?—Half-past four would do.

28152. *Mr. Sexton.*—You know the place; you are a man of experience in the place, and you think you would have a larger population residing in Donaghadee?—We would have a considerably greater number than at present.

Increased working class population in Donaghadee would result.

28153. Of people who work in Belfast?—Of people who work in Belfast, who would put up with the inconvenience for the sake of having their families in Donaghadee.

28154. For the sake of a healthful residence?—Yes.

28155. You have no such people now, have you?—Very few.

28156. I understand, also, that employees who require to be in business in Belfast earlier than nine, and who cannot get back before eight in the evening, would like to live at Donaghadee?—Yes; we have a number of those who would live there, and even last week a gentleman took a house who requires to be in business at nine o'clock, but when he found there was not a train there he threw up the bargain. And this happens regularly. We think the train leaving at half-past eight is a very useful train, but it gets in at ten minutes past nine, and is of no use to employees. We want a train that arrives at ten minutes or so before nine, giving the employees plenty of time to get in to their business. The train that we have earlier than that goes out at twenty minutes past seven, and an employee that has got to be in his business at nine o'clock has got to walk about for half an hour or three quarters of an hour in Belfast, and he does not like to get up so early.

28157. And, in short, people who have to earn their living in Belfast cannot live at Donaghadee?—They cannot.

28158. *Chairman.*—You said you had a large number?—We have a number of people living with us a portion of the year who would live all the year round were there a train suitable for them to get into business at nine o'clock, and there is nothing

Suggested acceleration in the train service on the Co. Down Railway.

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Dr. George Gibson, J.P., Representative of the Donaghadee Urban District Council.

that would do so much to assist in developing Donaghadee as a train starting at that time. I have not a doubt about it.

28159. *Mr. Sexton.*—Do you consider Donaghadee a rising town?—I do sir.

28160. It is both a market town and a seaport town?—No; it is not a market town.

28161. But a seaport town?—A seaport town.

Donaghadee capable of great development if properly served by railway.

28162. And capable of being much developed?—Very much developed indeed, and, practically, there has been no attempt at developing it made, for so far, in my time, and as it is situated only fourteen miles from Belfast one would say that it was well worthy of being developed.

The allegation that the County Down Company occasionally increase the excursion fares from Donaghadee.

28163. You say that on special occasions fares are raised on excursion trains, and the manager hands in a paper to show that in 1906 there were return tickets, at single fares from Donaghadee to Belfast for the horse show?—Will the manager say that such a thing never took place at any other excursion than the cattle show—that fares are not raised, as I say, from 2*s.* 9*d.* to 3*s*, and from 2*s.* to 2*s.* 6*d.*

28164. *Mr. Tatlow.*—If there is any such case where the County Down Railway Company have not given such cheap fares—because the manager says it does not exist?—(*Witness*).—I have paid the excess fare on several occasions, over and above the special fare. I, myself, have paid it.

28165. *Mr. Tatlow.*—Might I say that if there were instances of the fares being raised they would be given. The manager says they do not exist?—(*Witness*).—I have paid excess fares on several occasions for excursions over and above the special fare. I, myself, have paid it.

28166. *Mr. Sexton.*—On ordinary occasions of excursions you get this reduction; but when, as Mr. Tatlow says, there is some public event, or some occasion of special interest, the tendency is to raise the fare?—It is.

Mr. Tatlow.—It is absolutely denied; and no occasion has been instanced when it has been done.

Mr. Sexton.—The manager denies it——

Chairman.—This is a distinct case—the one in the spring and the other in the summer; and in both cases—a horse and cattle show and a horse and sheep show—in both cases they gave single fares for the double journey.

28167. *Mr. Sexton.*—On the second occasion the fares were about the ordinary, but included admission to the show. What would that be worth?—A shilling.

Well, then, the fares being 3*s.* 6*d.*, 2*s.* 9*d.*, and 2*s.* 3*d.*, it would appear that the sum charged for the journey was 2*s.* 6*d.*, 1*s.* 9*d.*, and 1*s.* 3*d.*

Mr. Tatlow.—That is single fare.

28168. *Mr. Sexton.*—You will admit that on these occasions special concessions were allowed?—Yes.

The practice of Irish companies in raising market ticket fares on market days on which fairs are held.

28169. But your impression and your memory is that on other occasions the fare was raised. We have evidence here in abundance that whilst market tickets are allowed throughout Ireland at reduced rates, when a fair happens to fall on the same day the low fare is raised. That would seem to indicate a tendency to act in the direction stated. The gist of your evidence, I take it, to be this—that for your town the railway might pursue a policy which would lead to the development of the town?—Undoubtedly. I do not say it would pay from the start.

Alleged faulty winter train service between Belfast and Donaghadee.

28170. It would, by-and-bye?—By-and-bye it would, undoubtedly; because the people will not come to live with us without a better service to come up and down to their business; and it is not possible to come and reside with us now; but in the very near future I have no doubt the train service would pay. At present the train service during the winter is very poor. We have a train at half-past seven from Belfast—7.30, 10.33, 3.25, 5.15, 6.30, and 7.45, and from Donaghadee 7.20, 8.30, 9.0, 10.15, 1.25, 3.15, 4.25, and 7.30. There is no train leaves Belfast between 10.35 and 3.30. If you miss the one you do not get another for four hours. To Bangor they have fourteen trains in the day, and we have only seven.

Mr. Tatlow.—That is not quite correct; because in three days of the week there is a train at 1.35, and during the summer it runs daily.

28171. *Chairman.*—He is speaking of the winter service?—And an occasional service two days in the week.

28172. *Chairman.*—It does not seem to me to be a bad service. Your opinion is that if there were more trains there would be more people?—Quite so.

28173. *Mr. Sexton.*—The difficulty is that private companies will not make concessions involving probable loss of revenue. If the manager wants to do it the directors object, and if the directors want it the shareholders stop them?—I quite sympathise with them; and I think it is quite right of them to make dividends. I would not like to see them lose money; but I consider that it could be improved, and both parties make money.

28173A. The way would be to substitute for a system in which private profit is the end, a system in which the public interest would have the first place.

Examined by Mr. Acworth.

28174. The first words of your brief are that the fares are 3*s.* 9*d.*, 2*s.* 9*d.*, and 2*s.* Is that single or return?—Return.

28175. *Chairman.*—He told us it was return.

28176. *Mr. Acworth.*—It is not in the proof. I was not in the room. Of course, Dr. Gibson, under normal circumstances, the return ticket, third-class, is at the rate of just over a halfpenny per mile?—We have no fault to find with that. It is the number of trains. We do not grumble at paying if we get the service.

28177. Let us talk about the service. What is the population of Donaghadee?—Over 2,000 in the winter, at present.

28178. 2,000 people; which means, say, 400 able-bodied adults?—That is the usual proportion.

28179. 400 able-bodied men, some of them would have to go to Belfast; and you have a train at 7.20, at 8.30, and at 9.0?—Yes.

28180. Do you think you ought to have more trains, or do you merely suggest that they would be more conveniently arranged?—I would say that we require an eight o'clock train, most decidedly—one which would suit employees. You must understand that we have not got any of these employees living with us at present, which we would have if we had the service.

28181. What I wanted to know was, having at present 400 men, some of whom might travel, do you think three trains in an hour and a half is as many as you ought to expect?—It is pretty good for the present.

28182. What you do think is that they might be arranged more conveniently You want to get in a little before nine instead of one a good deal before, and another after?—Yes.

28183. Have you ever represented that to the management?—I have been speaking of it, but I cannot say that you can touch any of the trains at present except the nine, as far as Donaghadee is concerned; and I understand it is a connection at Comber, and cannot be moved.

28184. Just tell me what has been done. Who has moved?—I have appeared on a deputation before the County Down Railway Company on several occasions.

28185. From whom?—From the Urban Council of Donaghadee.

28186. Organised by the Urban District Council, and they said they could not make it fit better?—No, not without changing the half-eight, and they could not afford to give an extra train.

28187. Could not afford to give an extra train, and they think 8.30 is the most convenient hour, and you do not?—Pardon me. I did not mean to touch the half-eight train at all, because it suits a large number in the summer time.

28188. You agree that you could not expect, reasonably, more trains?—It would not pay at present; but in the near future I hold it would pay.

28189. Then you do not want a fourth train?—We do want a fourth train.

28190. Which you say would not pay now, but would pay in the near future?—Yes, in the near future.

Examined by Colonel Hutcheson Poë.

28191. I think I am right in saying, Dr. Gibson, that Donaghadee is a summer resort for all the business classes, also for the working people of Belfast?—Yes.

28192. In fact, it is more popular than Bangor, if it had equal facilities?—Yes.

28193. At present these facilities are, in your opinion, wanting; and, to instance one occasion, you would have a considerable number of workmen living at Donaghadee, and returning morning and evening, if they were given facilities?—That is our opinion.

28194. Belgium is a place often quoted of a country where the fares are very low. I do not know whether you are aware that they give, in Belgium (the conditions are not the same, as it is much more populous than Ireland), but at any rate, you can go backwards and forwards a distance of twenty miles every day in the week for 1*s.* 5*d.*, and in Belgium, apparently, the workmen travel to their every-day work distances up to sixty miles. But even apart from that, the Belgium Government gives a ticket—a return ticket—available for any day in the week; that is to say, a man goes on the Monday and comes back on Saturday evening, and he can do it for 9*d.* Even if you had anything approaching to that—is the workman's ticket available for the whole week, the 2*s.* ticket?—The ordinary return ticket?

28195. Is it available for a week or only for the day?—It is available for a month.

28196. But then, as you say, he pays 2*s.*, and on leaving Donaghadee on Monday morning and returning on Saturday night he pays 2*s*?—Yes.

28197. In Belgium he could get that ticket for 9*d.*?—I know something about Donaghadee; I was born there, as, perhaps, you are aware, but, at any rate, I know the way in which attempts have been made to develop the town, and I know there has been a great feeling—you will correct me if I am wrong—that Donaghadee has suffered at the expense of Bangor. Bangor is more conveniently situated with regard to Belfast, but the prospects of the place itself are not comparable with Donaghadee at all?—Not at all, in no way.

28198. I think, further, that the Belfast and Co. Down Railway—one has only to look at the railway returns to see that it is prosperous?—Yes.

28199. It carried about one-tenth of the total number of passengers carried by the Irish lines. It carries nearly half as many, or more than half what the Great Southern carries, and nearly half as many as the Great Northern, and nearly double what the Midland carries. Of course it is not all in Donaghadee direction, but Donaghadee forms an important element in the contribution, and I suppose your contention is that where it has such a large travelling public it would be in the interests of the railway, and manifestly in the interests of the public, that greater encouragement should be given to the travelling public?—Undoubtedly. If you take it that twenty-five years ago they were only paying 1 per cent., and not giving any facilities, and now, when they are giving facilities, they are paying 6 per cent., any further facility to the public would increase the percentage.

28200. Although the population is only 2,000 in the winter, I think in the summer it is half as much again?—More than half as much again. It would be 5,000 or 6,000.

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28201. Then, if these facilities were given, in the course of time they would be the means of attracting a great many of the working classes to Donaghadee?—I cannot say. The facilities for travelling in the summer are pretty good.

28202. The workingmen's facilities?—No. They are the same as at all other times.

28203. Workmen and their families would come down in large numbers to Donaghadee, and would be induced to remain permanently?—Yes, it is the permanent residents we are considering in our agitation for a better train service.

An increase in the permanent residents at Donaghadee the object of the agitation for a better train service.

28204. *Mr. Tatlow.*—Just one word. I would like to tell you one fact about the 8.30 train from Donaghadee, which is due at 9.10. As a matter of fact, there was a deputation waited on the Co. Down Board with the object of getting the train altered to start at 8.10, as Dr. Gibson asked. As soon as the news of that fact was made public two memorials were received by the Directors, begging them not to make the alteration. The present time of the train was the most convenient, and they strongly objected to an alteration being made. Then the Co. Down Board wrote to the Urban Committee a letter, in which they said:—"In view of the fact that the visit of the deputation has resulted in the presentation of two memorials, largely signed, by the residents in Donaghadee and Newtownards, who are daily travelling by this train, urging that no alteration shall take place in the hours of departure, namely, 8.30 a.m. and 9.0 a.m., my directors are satisfied that to make any change would cause widespread dissatisfaction, and they must, therefore, adhere to the present hours. In suggesting the change the Urban Council can hardly have been aware of the views of the generality of the daily travellers." The Co. Down Company were quite willing to make the alteration, but they found it was not generally wanted.

28205. *Chairman* (*to Witness*).—I suppose you are aware of that?—I know all about the memorial, and how it was got up. It was hawked round and signed by all sorts and descriptions of people in Donaghadee, but apart from that, I consider that our views were misrepresented by the Co. Down Railway Company. We advocated an 8 o'clock train, and we did not care how or where they got it. We wanted a train reaching Belfast in time for employes, and we asked them to find it. That was really our view. If we were taken up as asking them to move the half-eight it was a mistake. As far as I am concerned, I did not want it to be interfered with.

Proposed additional morning train from Donaghadee urged.

Mr. Robert Sloan examined by the Chairman.

28206. Mr. Robert Sloan, I think you appear on behalf of the same District Council as the last witness?—Yes.

28207. Are you a member of the Council?—I am.

28208. Are you engaged in business at this place?—In Donaghadee; I am a flesher and an auctioneer.

28209. What is a flesher?—A butcher.

28210. The last witness applied his evidence to the passenger service?—This passenger service.

28211. I think you rather wish to give your views upon the goods train arrangement?—Yes, sir, to a certain extent.

28212. It is no use going over the same ground?—No, sir.

28213. Do you agree with what the previous witness said?—I do, thoroughly.

28214. Then we will take it, and leave that question altogether. With regard to the merchandise traffic—this live stock traffic and other things—do you consider the existing rates are fair and reasonable?—We consider they are rather high.

28215. For what?—For cattle and for feeding stuffs. For instance, on the cattle brought down from Belfast—to bring eight or ten cattle we are charged 13*s.*, and we consider that rather high for eight large beasts or ten small beasts, and 9*s.* is the price of half a wagon, and if two come down 5*s.* 9*d.* is charged for one beast, that is when bringing down two beasts you might as well take half a wagon. We consider that rather too high.

28216. It is practically the same proportion as adopted all over Ireland?—I suppose it is. There are some complaints as to the prices.

Mr. Robert Sloan, Representative of the Donaghadee Urban District Council.

28217. Oh yes, we have had evidence on the subject. If you take a full truck load?—It is 13*s.*, but it is seldom full truck loads come down, and when they do we are charged 13*s.*

28218. You do not object to that?—I cannot say I object very much to it. Of course I would like it cheaper, if possible.

28219. Everybody would. Is the time convenient? The time is inconvenient, sir. The cattle must be shipped at the time when the market is really at its best, at a very great inconvenience to the purchaser.

Unsuitability of the present cattle train service from Belfast to Donaghadee.

28220. One minute. I am dealing with cattle coming into the town?—Yes.

28221. Where do they come from?—From Belfast, usually. It is the principal market town, in fact, where cattle are bought and sold.

28222. The butchers in your town get their supplies of live stock from Belfast?—From Belfast principally.

28223. Have you any complaints or suggestions with reference to the way in which the cattle are conveyed from Belfast to your town?—Only the time of the train, only the train service.

28224. What time does the train leave?—About 1.35, I think, each day.

28225. Mid-day?—Yes, mid-day.

28226. Your statement is that 1.25 is inconvenient?—A most inconvenient time, we consider.

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Mr. Robert Sloan, Representative of the Donaghadee Urban District Council.

Complaint as to excessive rate for building materials from Belfast to Donaghadee.

28227. I thought cattle markets were always early in the morning?—The best of the market is generally twelve o'clock in the day—from 11 to 12.

28228. You think 1.35 is too early?—Rather early.

28229. And that it would be an advantage to your district and to you if the cattle were allowed to travel by a later train?—By a later train.

28230. We will leave it in there. What about feeding stuffs, grain, minerals, and building materials? First of all, do you know anything about the rates?—Only what I have heard and gathered from different sources.

28231. Have you any figures before you?—I have here some figures that I sent in myself.

28232. I have not got them. What are they?—"Building materials."

28233. What do you mean by building materials?—Timber, slates, cement. Of course brick and lime is a local industry. We manufacture brick in Donaghadee, and get lime in Bangor, but sometimes it comes over the Co. Down Railway, but, on the other hand, building material must come that way.

28234. Principally timber?—Timber, slates, cement, etc. It is considered that these rates are unequal. For instance, they are charged something like 2*s.* to Newtownards per ton, and the same ton coming to Donaghadee would cost 4*s.* We think that is a hardship, seeing it is only about eight miles. I thought it was not so far; I thought it was only six, but the general manager says it is eight miles—eight miles from Newtownards. It costs 2*s.* to Newtownards, and six miles further on, to Donaghadee, it is 4*s.*, and we think it is rather a hardship to charge a double rate for leaving the same ton at Donaghadee as at Newtownards.

28235. *Mr. Tatlow.*—May I ask what that rate is for? It does not seem accurate?—For cement, or anything of that sort—slates, or anything of that sort.

28236. The rate for slates is 2*s.* 6*d.*, in six ton lots, 2*s.* 9*d.* in four ton lots?—For four ton loads there is something I have got to say. For instance, four ton is put in, and it is charged 2*s.* 6*d.* a ton, and anything in excess is charged 4*s.*

28237. *Chairman.*—Not in excess?—Anything above five ton would be charged 4*s.*, and anything under five tons.

Mr. Tatlow.—It is not correct. The rate is 2*s.* 6*d.* for six ton lots., and 2*s.* 9*d.* for four ton lots. If you send five tons it would be at the four ton lot 2*s.* 9*d.*, unless this gentleman has proof to the contrary.

28238. *Chairman.*—We will have it right in the notes, because I am sure what Mr. Sloan (unintentionally, for he is speaking on information received, and he said very fairly he did not know it of his own knowledge), has given us is not in accordance with the actual state of things?—As far as I know, and I have gathered it.

The Belfast and Newtownards rate compared.

28239. I think you need not dwell upon it. What you do say is correct—that to Newtownards the rate is 2*s.*, and for eight miles further it is double?—The rate is double.

28240. Is there any dispute about that, Mr. Tatlow?

Mr. Tatlow.—I speak with a little knowledge of Co. Down, because I managed that line for five and a half years, and I would say it is not correct. It is not the Newtownards rate. There is one thing—that the Newtownards rate is specially low, because it is 13½ miles by rail and 8 miles by road, and you have got the road competition to contend with.

28241. *Chairman.*—Is there any fishing in this place?—There is.

Complaint as to rate for dulse (seaweed) from Donaghadee to Belfast.

28242. And fish is sent from there?—From Donaghadee, consigned to Belfast.

28243. Have you anything to say about that?—Yes, I have a little. I would wish to compare another local industry that our poor people work at, and that is gathering dulse. I do not know whether you know what I mean.

28243A. I do not know.

28244. *Mr. Sexton.*—It is called dillisk in the South of Ireland.

28244A. *Colonel Poë.*—It is a seaweed?—That is gathered and sent to the market. Our poor people gather that, to a great extent, in the summer months—our boatmen and the local people. They have to take boats to the outlying rocks to gather it, and I consider that the railway company charge too much for it in this way, that they must travel with it. The railway company won't take any responsibility, and the poor people must pay a return fare, travelling with the dulse, and fish is carried by the same train at 1*s.* a box.

28245. Where to?—To Belfast.

28246. Do you mean that it is sent to Belfast for consumption?—It is for public consumption.

28247. *Chairman.*—You have not told us what the rate is?—It costs, I think, 1*s.* 10*d.* a cwt. for the first cwt., and any additional portion of a cwt. 2*s.*

28248. That is by passenger train?—By passenger train.

28249. Why do they not send it by goods train?—It is a perishable article, and they won't take any responsibility, and, therefore, they must travel with it.

Mr. Tatlow.—As a matter of fact, it goes by goods train. There was 18 ton 15 cwt. in the year by goods train, and 12 cwt. by passenger train, and the goods train rate is 10*s.* a ton.

28250. *Chairman.*—That is 6d. per cwt.?—(*Witness*).—That is quite a different story from what the gatherers tell me, because I have this from themselves.

Mr. Tatlow.—I have the figures.

28250A. *Chairman.*—These figures cannot be disputed. The bulk of it is carried by goods train. That is what I thought. The rate is 6*d.* per cwt., instead of 1*s.* 6*d.* and 1*s.* 10*d.*

28251. *Mr. Tatlow.*—By passenger train it is 11*d.* per cwt., with a minimum charge of 6*d.*?—I think there is some mistake.

Mr. Tatlow.—It is charged at half ordinary parcels rate.

28252. *Chairman.*—That seems fair and reasonable?—It would be fair and reasonable.

28253. Did you hear Dr. Gibson's evidence with regard to the view of your Council on the nationalisation of the railways?—I did.

28253A. Do you agree with what he said?—I do.

28254. I won't ask another question.

28254A. *Colonel Poë.*—I do not ask anything.

28255. *Mr. Acworth.*—I do not ask any questions.

Examined by Mr. Sexton.

28255A. After the departure of this one live stock train from Belfast, at one o'clock or so in the afternoon, any further cattle from that fair to Donaghadee have to be driven by road?—Yes, sir, or put up till the following day.

28256. Or else driven by road?—Or else driven by road.

28257. I understand you to say that the best time of the market, both for the butchers and farmers, is about twelve?—Always; the market is at its best then.

28258. The farmer is more likely to sell and the butcher more likely to make a satisfactory purchase?—Yes.

28259. So that the train leaves before the height of the market?—It does. That is the opinion.

28260. And then cattle bought for Donaghadee—are they really driven twenty-one miles by road?—Usually put up for the night.

28261. Sometimes driven?—Sometimes driven; but it is bad for them.

28262. They are put up for the night, and the cost of putting them up is due to this?—Yes; and sheep and lambs the same; but latterly the County Down Railway Company has met me on different occasions, and brought them down by a later train—I must say that.

28263. Do you think a later train could be fixed so as to suit all interested—the butcher and farmer, and all concerned—without dislocating the railway service?—Yes; because in the winter time this train, at a quarter past three, brings the cattle on, and in summer they cannot. I wonder there is such a difference. In summer it brings them one time and in winter another.

28264. Have you asked why they could not give a train later?—I have been told the Board of Works would not allow them.

28265. What has the Board of Works to do with it?—I do not know.

28266. *Chairman.*—The Board of Agriculture?—I do not think so. It is some authority that has bound them to do it—the Board of Trade.

28267. On what grounds?—I could not say.

28268. *Mr. Tatlow.* The real fact is this: the cattle is taken by the 1.25 at goods train rate; if any cattle do not catch that train they are taken by the 3.20 passenger at goods train rate; and there is need for

them to walk?—I have been denied getting them down by that train often, but not latterly.

28269. *Mr. Sexton.*—What is that?—Denied. Not latterly.

28270. *Mr. Acworth.*—When was that concession made, Mr. Tatlow—allowing them to go by the 3.20 train?

Mr. Tatlow.—As long as I can remember.

28271. *Mr. Sexton.*—You are in the trade?—I am in the trade for a long time, and I have had to put them up and keep them till the following day on account of not getting them away, but latterly I have been able to get them.

28272. If the 3.20 had been available, you would not have had to put them up?—On different occasions I have been objected to.

28273. *Mr. Tatlow.*—Might I ask on what date it has been refused—Mr. Sloan's traffic for the year 1906 was four wagons?—(*Witness*).—It would be very much larger if we had a train to suit. I get the most of my supplies down from Belfast—or, at least, would get, and more than I——

28274. *Mr. Sexton.*—About the cattle rate—the comparison of the full wagon rate with the rate for parts of a wagon, what do you say—what do you wish to see done?—Not very much. I do not think there is very much to be said, only some complain that they would like to see them cheaper, and I suppose so would we all. I have not much to say about the rates for that trade.

28275. If the full wagon rate be 13*s.*, do you think 5*s.* 9*d.* is too much for two?—The head rate is too much, being 5*s.* 9*d.* each.

28276. You think that the rate for the smaller number of beasts should bear some closer approximation than it does—that the proportion per head should be nearer to the full wagon rate?—Yes.

28277. Should the same person have six or seven tons of meal in the same wagon the extra tons would be charged at 4*s.* per ton?—Per ton—that is, for under five tons.

28278. For under five tons?—I have heard that. I have only gathered that from outsiders.

28279. You are not able to say?

28280. *Mr. Tatlow.*—That is distinctly wrong?—(*Witness*).—There seems to be some truth in it.

28281. *Mr. Sexton.*—If you carry five tons for the special rate it is obvious that for the number of tons over five the rate will not be increased?—I got that from a gentleman in our district. I do not think he would tell me an untruth.

28282. There were two merchants, and it may be they mistook them for two lots?—Yes, it might.

28283. Then, excess would be charged?—Was charged.

Mr. Acworth.—If they came with two consignments, and sent them together, they would be charged.

Mr. Tatlow.—If it is one consignor, or one consignee, then it is charged at the rate for the total quantity.

28284. *Mr. Acworth.*—Do you allow a six-ton rate to consignments, made to one consignee, by three consignors?

Mr. Tatlow.—It must be one at either end, one consignor, or one consignee. It may may be three consignors to one consignee, or one consignor to three consignees.

Mr. Sexton.—This was a case of one consignor, I think, consigning to himself. And he got from more than the one merchant, and my suggestion was that if these lots arrived at different times they might be taken to be different lots.

Mr. Tatlow.—If they arrived at different times they would be different consignments, as a matter of fact.

28285. *Mr. Sexton.*—Is any explanation given, Mr. Sloan, of the difference between the rate for timber and such things from Belfast to Newtownards—2*s.* a ton, and to Donaghadee, six miles further on, 4*s.*?—There is no doubt about that, the builders do complain that the rates are rather high in comparison with the rate to Newtownards, and it is greatly against the building trade of Donaghadee. It is a little town that has begun to rise. It only wants the railway company to help it, and we want them to give us as many facilities as as possible.

28286. 2*s.* for fourteen miles, 4*s.* for twenty-one miles?

Mr. Tatlow.—No, sir; it is 2*s.* 4*d.*

28287. *Mr. Sexton.*—He says 2*s.* for fourteen miles and 4*s.* for twenty-two miles?—(*Witness*).—Yes.

28288. And the disproportion is too great?

Mr. Tatlow.—The explanation is the very short distance from Belfast, and if you do not have low rates it would go by road.

28288A. *Mr. Sexton.*—Competition?

Mr. Tatlow.—Certainly.

Witness.—We are in a bad position for competition, we are out of the way a little bit and we are put around by the railway company. As Dr. Gibson said, we are only fourteen miles from Belfast, and the natural way would be through Bangor, and we are put around by Comber.

28289. You think the difference should not be so heavy?—I do.

Complaint *re* excessive rate on a consignment of castings *ex* Falkirk.

28290. This case of castings from Falkirk has not been mentioned It was a consignment weighing one ton five cwts.?—Yes.

28291. How did it come?—It came to a gentleman in Donaghadee.

28292. By what route?—By the Glasgow route, or Ardrossan.

28293. How far by rail in Scotland?—Falkirk—The distance from Falkirk to Glasgow, I believe it was Glasgow. I do not know the distance myself, I do not think it is very far.

28294 It is said to be twenty-five miles. One ton five cwt. rail to Glasgow, and carried by sea to Belfast, and rail to Donaghadee, cost £1 3*s.*, made up as follows:—8*s.* to Belfast Quay, 2*s.* harbour dues, and 13*s.* from Belfast to Donaghadee?—That was the County Down Railway charge to Donaghadee, and I just wish to compare the different items.

28295. There was more rail in Scotland than in Ireland apparently, and while the Scotch railway rate and shipping rate cost 8*s.*, the shorter rail in Ireland cost 13*s.*?—That is so, sir; that can be proven; that is correct.

28296. *Mr. Tatlow.*—Will you kindly give the dates and we will inquire?—I could not give the dates.

See Appendix, No. 14.

28297. If there is a consignment, an actual consignment, I would like particulars?—I have not particulars at present, but I can get them.

28298. *Chairman.*—You have no particulars?—I have no particulars, only the figures.

28299. How did you get the figures; are they in the proof?—They are, and I got them from the party.

Mr. Tatlow.—I asked them to be given, because if there was a specific charge I would like to look into it.

28299A. *Chairman.*—The 8*s.* must be from Glasgow.

28300. *Mr. Sexton.*—Can you say whether it was from Falkirk?—The castings came from Falkirk.

28301. This was really a case of castings costing 23*s.*?—That is what it cost.

Mr. Tatlow.—As a matter of fact, there is no 13*s.* rate in the rate-book to Donaghadee; we ought to get particulars.

28301A. *Mr. Sexton.*—The gentleman who gave the statement might have them.

28302. *Mr. Acworth.*—You might give the name?—Mr. M'Clure, of Donaghadee.

Mr. Tatlow.—That will do; we can get it now.

28303. *Mr. Acworth.*—Do you know when it happened?—I do not know. Mr. James M'Clure, Donaghadee, would know.

28304. *Mr. Sexton.*—Just a word about the trade in dillisk. The selling value is 3*s.* to 8*s.* a cwt. in Belfast?—Yes. I have only gathered this, Mr. Sexton.

28305. You say that the highest selling value is 3*s.* to 8*s.*?—I have been told so.

28306. You say that it is gathered in small lots, very small lots?—Very small lots; I have seen them going with it. I have not seen any going by goods. It is in small bags.

28307. It costs 1*s.* 10*d.* a cwt. for carriage?—So I was told

28308. That is to say, from a quarter to half the selling value of it?—Yes.

28309. Whilst a cwt. of fish is carried for a shilling, and a cwt. of sewed muslin for a shilling?—Yes.

The rates for dillisk out of proportion to its value.

28310. You think the cost of carrying the dillisk should bear a lower proportion to the value of the article?—Yes.

Mr. Joseph A. Glynn, B.A., J.P., examined by the Chairman.

Oct. 14 1907.

Mr. Joseph A. Glynn, B.A., J.P., Representative of the Galway County Council and the County Council's General Council.

28311. You are Chairman of the Galway County Council?—Yes.

28312. And also a member of the County Councils General Council?—Yes.

28313. In that capacity you are acquainted with the resolution that was adopted by the General Council?—Yes.

28314. It is dated 18th October, 1906, and we have it on the notes already. You sent it forward in your proof?—Yes.

General dissatisfaction in Galway and Mayo with the present railway rates and facilities.

28315. Have you had any means of ascertaining information as to the working of Irish railways?—Well, I had particular means some few years ago at the time of the amalgamation of the Waterford and Limerick Railway Company with the Great Southern and Western. At that time I acted in the County Galway on behalf of the Midland Company, and I had to visit all the towns in the County Galway and some in Mayo. And the result of my travelling all over the county was to find that there was widespread dissatisfaction against both companies by all the farmers, traders, and gentlemen in that district. The traders complained of the cross-Channel rates as against the rates from Dublin, and the farmers complained of the rates for produce, including wool, and all people complained of the high travelling rates, that is the passenger rates to Dublin and elsewhere. The result was that my work was exceedingly difficult, because the Midland Company, being the local company, most prejudice, of course, was against it, and most people expected that when the Waterford and Limerick Railway was abolished and the Great Southern came in we would find the millennium of Irish railways in the West. It is the very opposite. The Great Southern is now intensely unpopulat around about Tuam and district, and people complain that matters are worse than ever. And the Tuam people complain that the facilities under the old system, when the Midland worked in harmony with the Waterford and Limerick, have disappeared and there is constant friction between the two companies now.

People's anticipations of benefit from amalgamation of G.S. and W. and L. Railways not realised.

28316. In the course of your inquiries did you find any complaints as to the export and import rates?—I did.

The rate for wool, Ballinasloe and Bradford, higher than the rate from Athenry.

28317. Take first the rates of exports from Ireland to England—what was the complaint there?—One gentleman in Ballinasloe, he is dead now, a Mr. Horan, told me that he used to send his wool from Ballinasloe to Athenry and book it from Athenry back through Ballinasloe to Bradford at a cheaper rate than he would book it direct from Ballinasloe to Bradford direct. And the only explanation was that at Athenry there was competition between the two companies and also it was brought nearer to the ports.

28318. Independent of that particular instance, were there any general complaints about the exports?—Not so much about the exports. It was the imports. Several traders complained that they had to pay a great deal more to get the same class of goods from Dublin than they had to get them from England. And one particular instance I saw in a list that I got yesterday was that actually the rate for bacon from Dublin to Tuam is higher than the rate from Liverpool to Tuam by 6*s.* or 7*s.* at the present moment. Tuam is sixteen miles from the sea.

The rate from Dublin to Tuam for bacon higher than the rate from Liverpool to Tuam.

28319. You said, I think, that you had got the figures there, and I would like to get this on the notes. Give us the figures of the rate for bacon from Liverpool to Tuam, the through rates?—17*s.* 11*d.*

28320. And the rate from Dublin?—25*s.* 2*d.*

28321. But I suppose there would be no bacon coming from Dublin to Tuam?—I don't know. That was given to me last night, made out by a merchant in Tuam.

28322. Though the figures read that way on paper, there is no particular grievance there, is there? I would have thought that bacon would rather have gone from Tuam to Dublin?—Oh, no, American bacon.

28323. This is American bacon?—Yes.

28324. Coming from Liverpool to the country?—Yes. It is actually less.

28325. But there is no bacon coming from Dublin to inland places in Ireland?—There would be. They had a bacon factory in Dublin until very recently, and we had actually Irish bacon coming from Dublin. That factory, I think, is still working, but purchased up by Messrs. O'Meara.

28326. Do you think that that arrangement of low import rates from England as compared with the export rates from Ireland is an advantage to Ireland or a disadvantage to Ireland?—I like low import rates by all means, but I think we should get corresponding reductions in the Irish rates. They hamper Irish industries.

28327. You think that the local rates in Ireland should bear some proportion to the portion of the through rate that the Irish railways get out of the traffic?—Yes; that is my idea.

28328. You do not suggest that it should be the same?—No. I think there is too great a disparity at present between the two rates.

28329. Did you find any particular grievances in your inquiries with reference to passenger fares?—Yes. We consider—whether rightly or wrongly—that, for instance, as between second and third class fares there is too great a disparity altogether. I myself was paying for a season ticket from Tuam to Gort, where I had an office, and £20 3*s.* was the rate. As I then travelled three times a fortnight second class, I saved on it. But when it was reduced to once a week I found that I could not work the ticket. Then they refused to give me the ordinary weekly ticket, which, of course, I did not grumble at. But I ended by travelling third class, and I save £7 a year, taking one ticket a week between Tuam and Gort, twenty-eight Irish miles.

28330. Do you agree that there is too great a difference between the second and third class?—Yes.

28331. You say nothing about the first?—I never travel first unless some one else pays my expenses.

28332. You are aware of the general system in English lines as to second class fares?—I am not aware of my own knowledge. I have heard that there is only a very slight difference on most of the railways.

28333. But you think that with the difference between the two fares, say, anything approaching 20 per cent., instead of 60, the probability is that many people who now travel third would travel second and the railway companies benefit?—That is my opinion.

28334. As to the County Galway, have you any guaranteed lines there?—Yes; from Attymon to Loughrea.

28335. Is that worked to the satisfaction of the district?—No. The County Galway, or at least the baronies that pay it, are paying over £1,600 a year to pay the difference. £1,648 4*s.* is the exact amount of our rates for the past year.

28336. What does it work per rate per pound?—I just took it from our year book. I do not know the exact balance, but if put over the whole County Galway——

28337. Is it levied on the whole county?—No; I say it is nearly equal to a penny in the pound over the whole county. A penny in the pound would yield about £1,900 for the whole county, and this was only for two or three baronies round Loughrea.

28338. Is that amount decreasing or increasing?—It is practically stationary, I think. My recollection is that for some years past it has been nearly £800 every half year.

28339. How is the railway worked?—It is beneath contempt, the working of it. It is the laughing stock of the whole county. It is about nine miles long and a decent ass will go as fast as the train.

28340. *Colonel Hutcheson Poë.*—The witness is under some misapprehension, for the amount paid by the barony is £863 for each of the half years. The full amount of the guarantee is £1,600, and all the baronies have been called upon to pay is just half that.

28341. *Mr. Tatlow.*—They have the advantage of the line being worked on 50 per cent. of the receipts. We work it at a great loss.

28342. *Lieut.-Colonel Hutcheson-Poë.*—You are not taking into account what the Treasury pay—2 per cent.?—(*Witness*).—I may not have taken that.

28343. The County Council get it back afterwards; they get it back up to two per cent.?—That is so. I took the figures from our own Council's year book. £800 was in my head, but I thought it was half-yearly. But I am not surprised their working it on 50 per cent. of the cost, because, as a matter of fact, everyone complains of the way that little railway is worked. In addition to that, our chief complaint as to that is we have absolutely no control. We are paying £800 a year for that railway, and the County Council has not a voice in the matter. There was, and I believe there is, a baronial director appointed by the Grand Jury, but I think, in a case like that, there should be a direct representation from the County Councils on the Board. There are three arbitrators, one of whom is the county surveyor for the East Riding, and all that these gentlemen have to do, as far as I can ascertain—the three arbitrators—is to simply certify that the accounts are correct. They have no power to go into the working of the line or anything save to certify that the accounts submitted agree with the vouchers, just like any ordinary auditor.

28344. *Chairman.*—The line is worked by the Midland Great Western?—Yes.

28345. At a percentage of their receipts?—I don't know.

Mr. Tatlow.—It is 55.

28345A. *Chairman.*—Surely there is some means of some one of these three arbitrators examining into the accounts of the Midland Great Western, to see that the proportion accruing to the particular line is correct.

Mr. Tatlow.—I may say that the Board of Works look after that pretty closely. We have had them representing, in connection with these things, as to the proper proportion of the receipts. The Secretary of the Commission could tell you all about it.

Witness.—The Secretary of the County Council cannot tell us anything about it.

28346. *Colonel Hutcheson Poë.*—The accounts are submitted to the County Council?—(*Witness*).—The accounts are submitted; but there is no use submitting railway accounts to a County Council man, because they do not understand railway accounts, and what we want is authority to put an expert there every year to audit these accounts on our behalf.

28346A. *Chairman.*—Where would you put them?—To have them nominated by the County Council.

28347. To sit on the Midland Board?—Oh, certainly not, but to have power to audit the accounts.

28347A. *Colonel Hutcheson Poë.*—The County Surveyor examines that report.

Witness.—But I do not regard him as an auditor; he has to examine the roads and bridges and all that kind of work. We want a professional accountant.

28348. *Chairman.*—Is there any reason why an accountant should not examine them?

Mr. Croker Barrington, Solicitor.—It is the ordinary case provided under an Order in Council, the directors nominating one, an expert; and then there is the County Surveyor and one other. I daresay we can get this Order in Council. It confirms the bargain come to at the time.

Witness.—There is one gentleman, the Sub-Sheriff of Mayo, lives 100 miles away from the railway. There are three of them.

Mr. George Shanahan (Secretary).—The three Arbitrators are appointed by the Board of Trade and not by the Board of Works. One of them must be the county surveyor under the Tramways Act of 1883.

28348. *Chairman.*—At any rate I see your grievance, and you have explained quite sufficiently what your ideas are. Now, let us come to the general question. You are of opinion that the present system of managing railways is detrimental to the interest of the country?—I am.

28349. And you are in favour that the management should be in the hands of an authority in Ireland?—Yes, sir.

28350. And not a British authority?—Yes, that is so.

28351. And you agree that it would be an advantage that the whole Irish railways should be under one management, subject to this Irish authority?—Yes, sir.

28352. Have you considered how the money was to be raised to purchase the railways?—I think, of course, in the present state of the money market it would not be very easy to float any capital, but considering the amount of security that the present shareholders will get they should be willing to convert their present holdings into guaranteed stock.

28353. Into a security that might be raised?—Yes.

28345. Guaranteed by Ireland or by Great Britain and Ireland?—You can guarantee by Ireland alone, in my opinion.

28355. You think so?—I do. There was one point that I wish to mention, and that is the inconvenience at present caused by the way in which the Midland fails to keep time at Athenry with their late train. That was a matter I was asked to bring up. They have changed the starting of the 4.50 train to 4.15, and it stops, I understand, at all the stations down the line, and the traffic is so congested that it is a common thing now for it two or three times a week to miss the connection with the train at Athenry. The Great Southern cannot wait for twenty minutes or half an hour, and sometimes that train comes in to Tuam at ten o'clock or a quarter to ten, and sometimes misses altogether the connection. The train is due at 9.15, and it is all due to the fact that the Midland have taken off the 3.30 train from Mullingar.

State purchase of the Irish railways and their control by an Irish central authority recommended.

The feasibility of raising the purchase money from Irish resources.

Mr. Tatlow.—You have a letter from us about that sent by our secretary. It is to the effect that the connection has been missed sometimes recently, chiefly due to the heavy traffic of the Dublin Exhibition, the Great Southern waited some time. The train was only altered for October, so we have had only a fortnight of it. Inquiry came from the Commissioners about it, and I think the connection will now be maintained.

Witness.—We do not at all approve of a train that has to run to Westport and Sligo and Galway, stopping at every petty station from Dublin to Mullingar. The other train was fairly comfortable. It left at ten minutes to five and reached us at a reasonable time.

Complaint as to unpunctuality of the train service, Dublin and Athenry.

Mr. Tatlow.—The train during the winter months stops at the stations between Dublin and Mullingar, whereas it does not in summer. It therefore leaves at 4.15 in the winter. But it is due at Mullingar at the same time, and for all stations west on the line it is the same time as in summer.

28355A. *Chairman.*—Well, we have heard the statement now.

Examined by Mr. Sexton.

28356. Do you think there is any adequate reason why there should be so many delays and failures to meet at the junctions of these great companies?—No. Some say that they have not enough of a staff at the stations. That is one of the reasons given, that they delay too long at all these petty stations.

The complaint as to the failures of trains to make connections at junctions.

28357. A united system of railways with time-tables emanating from one source and not from conflicting sources would be most likely to minimise that evil?—Yes.

28358. I should like to get to the bottom of the Loughrea and Attymon business. That line was constructed under the Act of 1883 on guaranteed capital, and it was handed over to the Midland Railway to be worked by them on 55 per cent. of the receipts?—Yes.

The duties of the expert proposed to represent the guarantors on the Loughrea and Attymon Railway.

28359. And you say you want an auditor nominated by the County Council. Do you mean you wish to ascertain that the gross receipts are fully credited and that the expenses are not overstated?—Yes.

28360. That is, you should have an agent of your own to satisfy you that the balance of receipts left over by the Midland Company is the true balance available?—Yes, that is my point exactly.

28360A. And you say that, as contributors, you are entitled to that supervision?—Yes; we claim it. It is stated, I do not know with what truth, that the Midland draws a great amount of sand on the railway, and that no credit is given for the cost and haulage of the sand to the Midland Railway itself. That is the statement as made to me by the County Councillor for the district.

28361. It is an instance which you give in proof of the necessity for an independent audit by those who have to pay.

The appointment of an auditor by the County Council authorised by the Order in Council.

Mr. Croker Barrington, Solicitor.—The provisions of this order have just been handed to me. As to the auditing of the accounts, it provides the Order in Council under which the line was made in 1889, that

Oct. 14, 1907.

Mr. Joseph A. Glynn, B.A., J.P., Representative of the Galway County Council, and the County Councils General Council.

the Grand Jury—which would be now the County Council—are, from time to time, to appoint a fit and proper person for the purpose of auditing the accounts. It is apparently altogether in their hands.

Witness.—I was told all along when this thing was before the County Council during the last couple of years, that the Board of Trade appointed the Arbitrators. And we had no voice at all in the matter.

Mr. Croker Barrington, Solicitor.—That is, I am sure, more usually the case, but in this case it is entirely in the hands of the County Council, and there is a special provision giving the County Surveyor power as to the work.

28361A. *Chairman.*—Then they have a double protection.

Witness.—It is very useful. We may avail ourselves of it.

The appointment of arbitrators.

28362. *Mr. Sexton.*—We have heard from Mr. Shanahan that the Board of Trade appoints the three arbitrators, one of whom must be the County Surveyor.

Witness.—I object to the County Surveyor.

28362A. *Mr. Sexton.*—When doctors differ how can you decide?—I don't know. I object to the County Surveyor. They get free passes all over Ireland from the railway company.

Mr. Smyth (G.S.W.R.)—They do not.

Witness.—They certainly do in the West of Ireland.

The powers of inquiry conferred on the Board of Works by the Railways (Ireland) Act of 1896.

28363. *Mr. Sexton.*—Well, if you had the power you would use it?—Yes.

Mr. Croker Barrington, Solicitor.—Under the Railways (Ireland) Act of 1896 it is provided—"Where any railway constructed under the previous Acts or this Act is aided by any money provided by Parliament the Board of Works may at any time appoint an engineer, or other fit person, to report on the condition, working, maintenance, or development, etc." That is a general provision in addition to the other two given. So that they could go to the Board of Works.

28363A. *Colonel Hutcheson Poë.*—It would not apply to the accounts.

28364. *Mr. Sexton* (*to Witness*).—You say that the auditors are merely ministerial?—Yes.

28365. They see whether the accounts are properly abstracted from the books?—Yes.

28366. And not whether the whole receipts are given, or whether the expenses are put too high?—Exactly.

28367. About amalgamation, which is favoured by some witnesses—amalgamation in private hands—I understand you to say that before the great amalgamation of the Great Southern and Western and the Waterford and Limerick lines, the Midland was the most unpopular railway in that district?—Yes.

28368. And, in consequence of the amalgamation, the Great Southern has succeeded to that place?—Yes.

The present competition between the railways valueless to the Tuam traders.

28369. Now, as to the question of competition, is there any real competition at present that does the public any good?—We have no real competition in Tuam. If the traders got their goods over the Midland to Tuam they are blocked at Athenry by the Great Southern, who won't allow the Midland goods into Tuam until evening. Again, when the Midland goods do arrive at Tuam they are brought to the loading bank too late to be removed that evening by the traders, so that it usually happens that the Midland goods are delayed a day by the Great Southern at Tuam.

28370. There is really competition between land and sea carriage?—Yes. But that would remain under a State system?—Yes, certainly.

The increased working expenses occasioned by competition cause high rates.

28371. And, so far as the longer and shorter route is concerned, the shorter route now rules the rate, and I put it to you whether the difference is not this, that under the private system goods are canvassed for, and the traffic is broken up into meagre consignments, carried by small and costly trains, by inconvenient, circuitous routes, increasing the working expenses?—That is so undoubtedly.

28372. Is not that all against the public interest?—Yes.

28373. It operates against reduction of the rates?—Yes; that would apply exactly to our case, because there are different trains bringing the goods at present, some by Limerick Junction and the other by the Midland, whereas one direct goods train could bring them all.

28374. The traffic is meagre, the working expenses high, and the margin narrow, whereas, under a united system, I presume the traffic would be sent by the shortest, cheapest, and most convenient route?—Exactly.

28375. And the result would be to cut down the working expenses and increase the marginal profit?—Yes.

28376. Do you see anything in the suggestion that there is competition in the case of private systems that would disappear if you had a public system. Do you see any point in it?—No. I consider, and I have considered for years, that the only solution in Ireland is ownership by one immense system owned by the public.

28377. Which would send the traffic by the most convenient routes, and apply the surplus in the reduction of the rates?—Yes. I saw some statements as to having two or three big companies all over Ireland. In my opinion, that would make the matter even worse than at present.

28378. I want you to define, as briefly as you can, the bad effect of the present system. What is the effect on the export trade of Ireland of the present relation between the Irish export rates and the import rates on food supplies to England from abroad?—Every facility, as far as I can see, is given to the foreigner to dump his stuff into us.

28379. We know that for the last twenty-five years consignments from Denmark and other countries to Great Britain have been vastly on the increase?—Exactly, because they have got facilities in the interior of their own country to send their stuff out cheaply.

28380. And low rates into England?—Low rates into England. With us it is the opposite way about. There are no facilities for the people all over Ireland to send their goods at low outside rates, and by the quickest route to the English market.

28381. Besides our export rates are higher?—They are higher.

28382. Is that a fault inherent in the present system of railways; do you think that the British railways will cease to give facilities at low rates, to those who have the control of this highly organised Continental traffic? The English railways will do what will bring the most traffic to themselves.

28383. And so they will continue to develop the Continental and foreign traffic?—Undoubtedly.

28383A. You see no defence for Ireland against that course, except the reduction of the export rates from Ireland?—No, sir, as far as I can see.

28384. Can that be got by the voluntary act of the railways, or by compulsory law, or in any way except by the creation of an authority to own the lines and reduce the rates?—No. I think you must get an authority that will be able to reduce those rates in the way you mentioned.

28385. The evil is a fundamental evil, and appears inseparable from the commercial working of the Irish railways?—It is, as far as I can judge.

28386. The English railways also have an interest in stimulating traffic from the interior of England into the interior of Ireland by low import rates into this country?—Yes.

28387. Do you consider that the English railways dominate the Irish railways?—It is the general belief, and it is my belief.

28388. That the twelve hundred millions of capital dominate the forty millions?—Certainly.

28389. And you think that it is likely to continue?—It will continue if things are managed as they are at present.

28390. And the policy of the British railways will continue to be development of traffic from England into Ireland by low rates into this country?—Undoubtedly.

28391. Then the Irish railways, you would say, having to yield to the British in that respect, are driven to make up their dividends by high inland rates?—That I believe to be the exact fact. In Ireland they are unable to reduce the rates because they give such facilities to the English imports.

28392. And that suppresses Irish manufacturers, and stimulates the import of goods?—Yes.

28393. Is there any way to meet that by voluntary concession, by compulsory law, or in any way except by the creation of a central Irish authority?—I think

there is only one way—a central Irish authority that will work for the whole of Ireland, and that will make up by large traffic in one place for the small loss in another. When they work the railways as a whole they would give greater facilities than at present, and lower rates, just as in the Post Office. They may lose on a post office in one district, but they make so highly on another that they are able to cut those rates all over the kingdom, and give fair and reasonable rates. The same thing would occur with the railways.

28394. The interests of Ireland may be protected, not by any Protection or undue discrimination, but by simply providing equality of treatment?—Exactly —the answer given at present is that that particular branch does not pay, and that they cannot give facilities.

28395. That will always be the answer made by the manager or the agent of any institution created for the primary purpose of earning a dividend. If you want to change that you must create an organisation the primary object of which will be the public benefit, and profit only secondary?—Yes.

28396. Do you want an expert Board?—I would like that whatever body you may have should have a certain number of trained experts on the Board, for I don't think you can work a system like that without trained experts.

28397. What I suggest is that the experts should constitute the working Board—the experts alone, who would be the best railway men, should constitute the working Board, to carry out the management of the system from day to day, and between them and the public should stand a representative body, whose functions would be to develop a policy and see what reduction of rates should be made, and to what extent they should be made?—Yes, sir; both these Boards working hand in hand; I mean that the Board you contemplate would act in consultation with the experts.

28398. I mean that the experts should be protected against solicitations; they should be allowed to carry out their duties undisturbed and that the representative body should accept responsibility, and communicate with the public?—Undoubtedly.

28399. Do you agree with that?—I do, sir.

28400. Just a few words about the Finance. You spoke of the present state of the money market. Have you any doubts that the public stocks of England will recover?—I believe they will. They have failed before, and they have recovered.

28401. You may take it that the present is only a transitory condition arising first from the Boer War, and then from the outburst of commercial prosperity that has occurred since the war, and which has supplied so many competing investments, and that after a time the matter will right itself?—I have no doubt of it. I was only talking of the present moment when I said it would be a bad time for it.

28402. Do you think that Ireland has a claim on the question of over-taxation, for a set-off?—Apparently we are paying three millions a year at present.

28403. The most capable of Englishmen inquired into it for two years, and they found that there was an annual excess at the time of $2\frac{3}{4}$ millions?—And since then it has risen to three millions.

28404. Do you think that, if honesty is to prevail in the relations between Great Britain and Ireland this matter ought not to pass without consideration?—It ought not; but my experience of the British Treasury is that it has not been honest in dealing with us, even in county matters, for the last nine years that I have been on the County Council.

28405. It is never too late to mend. Have they not shown any signs of repentance?—Very little. I am dealing with them in Technical Instruction and Agricultural Grants, and other things, and they never get an opportunity that they do not do us in the end.

28406. Apart from the over-taxation claim, a Treasury loan would be well secured by the railway revenues, by the rates, and by other resources in the hands of an Irish authority?—I think there is ample security in Ireland without going for an Imperial guarantee at all.

28407. Rather than delay a settlement of this question, if the Treasury were neither penitent nor accommodating—would give neither a set-off nor a loan—would you prefer, in that case, that the Irish authority should create and raise a loan, and that Ireland should make itself responsible for the whole financing of the scheme?—I would.

28408. And if Ireland is willing to make herself responsible for the financing of the scheme, do you think she has an unanswerable case for obtaining control of the railways?—Certainly; I think so. If she does not ask for an Imperial guarantee she should have the control.

28409. And the savings by purchase and united working would create a fund to make reductions in rates and fares which could be obtained in no other way?—I think so.

The savings by the suggested purchase and united working sufficient to provide for reductions in rates and fares.

Examined by Mr. Acworth.

28410. I quite understand. Mr. Glynn, that your whole view of the State ownership of the railways assumes economy in working. Would it be your view if there was reason to believe that, so far from there being money saved, there would be less money available than ever—if it turned out that the result of amalgamation would be to make greater expenses than before?—I cannot imagine such an idea.

28411. Let me give you one instance—I happen to have an official French report before me, which I have been looking at. One of the things we have often been told here is that you would reduce the head-quarter staff by putting them all together. That is one of the things they were told when they were going to amalgamate the various Swiss lines, and the fact is that they have added 1,100 new clerks. I do not say it would happen in Ireland, but, supposing there was reason to believe that anything of that kind would happen, would it alter your view?—I do not know—it would not alter my view. I think that State ownership, either by a Council or by the State, must work for efficiency and economy, and I do not think that it could result in the loss you have mentioned. I do not know what the case in Switzerland may be, and I do not know why 1,100 new clerks were engaged, and I would like to go to the bottom of it before expressing any opinion.

Efficiency and economy would result from public ownership and control of the railways.

28412. We do know that the Government is often accused of doing things in a complicated way. You do not think much of the Treasury management?—They are admirable managers from a British point of view.

28413. It is common to hear complaints that the Government does things most extravagantly. We have heard complaints of the Board of Works?—We have often heard that of the Board of Works, that is the only Government Department we have to do with.

28414. Supposing you had reason to contemplate what the new Irish authority would be like, not what the Board of Works is, but what some people say it is?—I dislike the Board of Works, but then the Post Office has been worked with a splendid profit, and that is a Government institution, and it is not worked extravagantly.

28414A. You are satisfied the Irish Railway Board would be like the English Post Office—not like the Irish Board of Works?

28415. *Mr. Sexton.*—The English Board of Works? (*Witness*).—I do not know anything about the English Board of Works.

28415A. *Mr. Acworth.*—The Board of Works in Ireland?

28416. *Mr. Sexton.*—That is more accurate.

28416A. *Mr. Acworth.*—I want to ask more about that—about the amalgamation. I do not know whether you have any objection to express an opinion. Your connection with the railway has ceased?—It was simply for a few months.

Tuam district not benefited by the amalgamation of the Waterford and Limerick Railway with the Great Southern and Western.

28417. You now think that the argument was right, that it was not for the interests of the districts to bring the Great Southern in?—That is what has happened—it has not been for the interests of the district, but the reason has been that the Great Southern has not fairly worked the West; they have neglected the West completely in our opinion.

28418. We have had evidence both ways about that?—The general opinion in Tuam is that they have neglected that district.

Oct. 14, 1907.

Mr. Joseph A. Glynn, B.A., J.P., Representative of the Galway County Council, and the County Councils' General Council.

28419. Personally you would like to see it put a stop to?—I would like to see the district properly worked.

28420. Supposing that it was the case that private railways went on in Ireland, what would you suggest ought to be done. Would you like the line handed over to the Midland?—I would like to have competition, if we could get an honest competition, but that is not what I do not think we have—a proper competition, because, as I pointed out, where the Midland and the Great Southern meet there is not great difference between a rate, but if you get the goods by the Midland, you will be blocked at Athenry. The Midland is most popular in Tuam because it is doing all in its power.

The continuation of competition between the Gt. S. and W. and the Mid. Gt. Western Railways recommended failing unification of the lines under public control.

28421. Because it is not there?—Because they have got an excellent canvasser, and they are offering every facility to Tuam in excursions, and the other people won't.

28422. You said the Great Southern were popular till they got there?—We never knew anything about them; they only came as far as Limerick.

28423. What you want is competition, but you do not think it is a fair competition at present?—There is no competition in Tuam.

28424. You think the Midland is unfairly kept out, not given a fair opportunity?—I think they made a great mistake in not getting running powers the whole way up to Claremorris.

Mr. Tatlow.—I think we tried.

28425. *Mr. Acworth.*—I think I remember Mr. Tatlow doing his best. That is your view. You would like to see the competition maintained?—If you are not going to sweep them away into a general system.

28426. You think the Great Southern should compete by giving a better service and not by blocking the other people?—They are blocking the other people at present with the goods.

28427. About another question—you spoke about guarantees, after all your county is only paying £800 a year?—That is on a very small district. I think it comes to a very large amount in the pound.

The State-aided railways in County Galway.

28428. You are not badly off as far as other supplies go. Within the last twenty years you have got a railway from Galway to Clifden as a free present, and you got the guarantee on the Athenry to Tuam and on the Tuam to Claremorris line wiped out?—We have done very well as regards that.

28429. You have not got much to complain of?—Where we pay the money we ought to have a voice in the management, at least by a director or auditor.

28430. Yes, we have found you have the power to get an auditor?—I hope so; I want to have it investigated.

28431. You do not think there should be a solemn board of directors to manage the Loughrea and Attymon line?—I have no such idea.

28432. If you have an auditor that is all you want?—If I have an auditor that will be able to see that there are proper debits and credits given as between the Loughrea and Attymon and the Midland Company.

28433. That is a business transaction?—A business transaction.

28434. Nobody would dispute that. You say the Midland spend very little and give a very poor service?—That is the general complaint. It is a wretched slow little train.

28435. It is about the poorest part of all Ireland?—There is only one town to go into—Loughrea, I do not expect a wonderful service.

Complaints of inefficient working of the Loughrea and Attymon line by the M. G. W. Company.

28436. I do not know what the Midland are earning, but I daresay that you know that taking the light railways of Ireland all round, it costs the whole of their receipts to work them?—I hear that is the general complaint. But there is also a general complaint that where they get a guarantee they never make the slightest effort.

28437. If it costs the whole of what they earn to work them, you would not expect the Midland would be able to work this line for half the receipts?—I would not like to express an opinion on things I do not know. I do not know what the receipts are, but I know that they complain that the Midland makes no effort to work the line at a profit. They let things go on as they like.

28438. Is not it their interest? They have got to pay for the working expenses, whatever they are—they have got to make an effort for what they get?—They will work it as cheaply as possible.

28439. No doubt they will work as cheaply as possible, but they will try not to waste money?—We are not complaining that they are wasting any money at all.

28440. You want them to spend more money?—They complain—the people of Loughrea complain—that they do not get enough facilities.

28441. I expect they only get two or three trains in the day.

28442. *Mr. Tatlow.*—We run four trains each day, and our obligation is to run two; and we run them in twenty-one to twenty-five minutes for the eight miles.

28443. *Mr. Acworth.*—Do you think that Loughrea is entitled to more than that?—It is a general way they complain there of the time they are going in and out, and the delays—the interminable delays at the junction. Of course it is very hard to hit off.

28444. *Mr. Tatlow.*—There are no delays at the junction. I do not know whether you ever travelled by it?—(*Witness*).—Many a time. Personally I would sooner drive. There is nothing to delay at the Junction?

28445. *Mr. Acworth.*—Do you really say that for a little tiny place like Loughrea four trains is bad?—They have enough trains—the one train trotting in and out all the day. They complain that—I do not know how the rates are—but they have made a complaint that they do not get enough facilities out from Loughrea—excursions, where other places get them. They do not get these chances of leaving Loughrea and going to other places; and then they complain that, if a market and fair day coincide the market ticket is stopped.

28446. Where is that?—That occurred between Moycullen and Galway; and I know it occurs between Castlebar and Westport.

28447. I do not really want to know; I have no doubt you have heard a good many complaints; but what I want to know is, do you really think there is a great grievance?—I think they have enough trains in and out.

28448. Taking twenty-one to twenty-five minutes for eight miles is not too bad?—I do not think it ever took so little as twenty-five minutes when I was on it.

28449. *Mr. Sexton.*—Are there any intervening stations?—One.

28450. *Mr. Acworth.*—Do you know the population of Loughrea?—I do not know; it is gone down; it used to be a very prosperous town years ago.

Mr. Tatlow.—2,500.

Examined by Colonel Hutcheson Poë.

28451. I understand you complain of the manner in which the accounts are kept by the Loughrea and Attymon people?—Our complaint is that we do not know how they are kept.

28452. You are aware that the Board of Trade appoint three arbitrators, who investigate these accounts, and you have the power to appoint an auditor—in fact it is your duty to do it?—I did not know we had the power. I knew about the arbitrators.

28453. Do you know that the Board of Works, before they authorise the payment of the Treasury recoupment of two per cent. have to be satisfied that the accounts are properly certified by arbitrators?—Yes.

28454. Do you not think the Board of Works and the Treasury can be trusted to see that the accounts, of which they have to pay one-half, are kept in such a manner that they would be able to say they are right?—All I know is that I have been told by the arbitrator—that is our late County Surveyor (our new County Surveyor is only in a few months)—the late County Surveyor, Mr. Smith, told me their functions were confined to signing the accounts, and they compared them with the accounts submitted, and there was no question of going into whether there had been proper debits and credits.

28455. The audit is certified by the arbitrators who are appointed by the Board of Trade; one of them is the County Surveyor, and the other two are generally nominated by the Board of Works. It is on the certificate of these three gentlemen that the Board of Works pay the Treasury contribution, and I mean it is a breach of trust if they do not investigate the accounts?—I do not say they are committing any breach of trust, but I believe there is really no audit,

in the sense I want, of investigating the working of the line, to examine the accounts day by day, and see that things are properly dealt with. I want to press upon you that not only has the County Council the right, but also it is their duty, to appoint an auditor, to satisfy himself, in the first instance, that the accounts are kept in a proper form, and you have the power to appeal to the Board of Works; and it is their interest and duty to satisfy themselves, before they pay the Treasury contribution, that the accounts are kept in a proper way—you know that for the future?—I will be perfectly satisfied if we have that power.

28456. As regards the general question, I gather you are not in favour of the State taking over the railways unless they were subjected to control, at any rate, of a body responsible to Irish public opinion?—Yes.

28457. I suppose you think that the commercial element should still be maintained in the administration of railways?—I do.

28458. And that the commercial element would be wanting in a purely State Department?—Yes.

28459. Would you be prepared to make the controlling body, in the first instance, the General Council of County Council?—A similar body to that. When I said the General Council it was because it was the only body we have at present that thoroughly represents Irish public opinion to any extent.

28460. Under them you would have a body of railway experts?—As the executive—you might call it the executive.

Colonel Plews.—In the evidence given on Friday, by Father Meehan, he stated that a Mr. Crumley, of Enniskillen, had been penalised by having his trader's ticket withdrawn because he gave evidence before the Commission. I wish to state that there is no ground whatever for such a statement. Traders' tickets are issued in accordance with graduated scales, the minimum traffic entitling to the issue of a trader's ticket being £250 per annum. Some time ago Mr. Crumley had an extensive business, and held a trader's ticket. When this ticket expired in September, 1904, his traffic was taken out, and was found to not entitle him to a renewal. The ticket was not renewed for 1905. During that year he made representations to our Goods Manager, that the year 1904 had been a bad year for big traffic, and he stated he expected his traffic for 1906 to be very much improved. Upon that representation the ticket was issued in November, 1905, to November, 1906, and when that ticket was about to expire the traffic was taken out for 1906, and it was found it only amounted to £120, both upon local and through, and the minimum, as I have said, is £250. He was, therefore, in November, 1906, informed that his ticket could not be renewed, because his representation had not been realised.

Mr. Acworth.—When was he examined?

Mr. Smyth (*G. S. and W. Ry.*)—On 21st November.

28461. *Mr. Sexton.*—Was his ticket withdrawn before or after?—It expired on 27th November.

28462. *Mr. Acworth.*—When was he informed it would not be renewed?

Colonel Plews.—Immediately.

28463. *Mr. Acworth.*—Not till after it had expired?

Colonel Plews.—The general thing is that a short time before the ticket expires to take out the traffic.

28463A. *Chairman.*—I think the point is that the ticket was stopped for 1904; not issued for 1905, as his traffic was below the minimum.

Colonel Plews.—Then, upon his representation it was given a trial for 1906, and that representation not only was not realised, but was less.

28464. *Chairman.*—There is a coincidence that his evidence corresponds, almost, to the date when the ticket expired.

Colonel Plews.—It does not affect the circumstance.

28464A. *Mr. Sexton.*—The evidence had been given before he learned that the ticket would not be renewed.

Colonel Plews.—Two years before he had the same penalty.

Explanation from the Great Northern Railway Company as to the withdrawal of Mr. Crumley's traders' ticket.

28465. *Mr. Sexton.*—The fact remains. He gave his evidence on the 21st, and he learned that his ticket would not be renewed on the 27th.

Colonel Plews.—I do not say that.

28465A. *Mr. Sexton.*—When did he learn that the ticket would not be renewed?—I could not tell you.

28466. Was it before or after the examination?—I could not tell you. If it has anything to do with it I will get the date when he applied, and when he was told it would not be renewed.

28466A. *Mr. Acworth.*—If it is in writing you might let us have it?—Yes.

28467. *Chairman.*—Is it a general rule that the traffic would be £250?—The general rule.

Mr. Smyth.—£250 is the minimum.

Chairman.—In England it is £300.

Mr. Tatlow.—It is a Clearing House scale in Ireland—£250.

See Appendix No. 22).

The Commission adjourned till the following morning at eleven o'clock.

FORTY-EIGHTH PUBLIC SITTING—TUESDAY, OCTOBER 15TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART. Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. THOMAS M'DERMOTT examined by the CHAIRMAN.

Oct. 15, 1907.

Mr. Thomas M'Dermott, Manager Foyle and Bann Fisheries, Londonderry.

28468. I think you are manager of the salmon fisheries of the Foyle and Bann?—Yes.

28469. You live in Londonderry?—Yes.

28470. How long have you been connected with the fisheries?—Over forty years.

28471. I suppose, for that particular district, it is a very important industry?—Very.

The importance of the Foyle and Bann fisheries.

28472. To what places do you send the fish?—Practically all our salmon are sent to England, chiefly to London, Manchester, Birmingham, and Liverpool.

28473. At any rate it is nearly exported?—Yes, except a very small quantity for local consumption.

The routes by which the fish is despatched to England.

28474. By what route do you send it?—We send all our Bann fish from Coleraine by the Larne and Stranraer route.

28475. Is there no other route?—Over the Midland system from Coleraine. There is no other route except that.

28476. Of course you could send it to Belfast?—We might send it *via* Belfast and Liverpool,

28477. It is not so expeditious?—No. We want to get the most expeditious route.

28478. I suppose it is essential for salmon transit to be rapid?—Yes. They are perishable goods.

28479. It makes a considerable difference in the price it fetches in the market if the fish are delayed?—That is so.

The importance of quick transit.

28480. The quicker the fish arrives the better the price it fetches?—Yes. It must arrive early in the market to get sold that day.

28481. At what time should it arrive in the London market?—It should be in the market between 8 and 9 o'clock in the morning. The train should arrive in London some time about 7, and it takes some time to get down to Billingsgate, but it always should be there before 9.

28482. I suppose valuable fish like salmon are sent by passenger train?—Yes.

28483. They are sent by the quickest route?—Yes.

28484. That is, from the River Bann?—Yes.

28485. Is there a different route for the fish from the Foyle?—Yes; fish can be sent from the Foyle by boat on two days in the week to Liverpool from Londonderry—on Wednesdays and Saturdays.

28486. Only on two days of the week?—Yes.

28487. What do you do on the other days?—Principally by Larne and Stranraer.

28488. From the Foyle?—Yes, from Londonderry.

The owners' risk rate adopted by senders.

28489. You are aware of the owner's risk rate, and the Company's risk rate?—Yes.

28490. How do you send the fish?—At owner's risk rate.

The railway service for past two years irregular and unsatisfactory.

28491. On the whole, are you satisfied with the arrangements made by the railway companies for the carriage of this fish?—No. I am very dissatisfied with it. Some years ago we had competition between the Midland and the London and North-Western Railways, and our service was much better than it is now. For the last two years it has been late almost every day, to our great loss. I shall be able to give you the correspondence that has passed between us, which I have condensed into as small a compass as possible. It will show that our loss has been large owing to delays to fish, especially on Saturday mornings.

28492. There is a loss on the sale of fish?—The market in London closes altogether on Saturdays at two o'clock, and the fish must arrive very early that day. If they are not sold that day they cannot be sold until Monday morning, and the loss is very great.

28493. Give us an example of the time occupied in transit, that we may see whether, in our judgment, it is reasonable or unreasonable. What time do you take the fish to the station?—There is a train leaves Londonderry at ten past twelve.

28494. Do you take the fish to Londonderry?—No. The train runs through Coleraine, and it arrives at Coleraine at about ten past one o'clock.

28495. Do you send the fish in to Coleraine?—Yes; the Bann fish. We deliver it at the station about one o'clock.

28496. The train leaves immediately after?—Yes.

28497. Call the day on which it leaves Wednesday; what time do you expect that fish to be in the market in London?—At seven o'clock next morning it is due in London, and we give them an hour to reach the market.

28498. It reaches London at the same time as the passengers would?—Yes.

28499. Do you contend that the fish is not sent by that particular train?—Yes. They are not sent by it; especially during the last two years, and more particularly during the last year.

28500. *Mr. Sexton.*—Since the Midland took it up?—No. I have reason to believe that there is some arrangement between the Midland and the London and North-Western by which there is no competition. Then we are not receiving the same service as we used to. I have been so informed in England.

28501. There is a pooling arrangement?—Yes. Upon this I may say that I used to be canvassed for traffic by each railway, but I have received no canvassing for the last year or two.

28502. *Chairman.*—We have got it on record that the fish are delivered at Coleraine at one o'clock in the daytime, and are due to arrive in London at seven o'clock next morning?—That is so.

28503. What I want to know is, have you reason to believe that the fish are not sent by that particular train?—I am sure they are not sent.

28504. What do you suggest is done?—I suggest that the fish are not sent on by the passenger train but by some other train, which does not arrive in London until ten o'clock, and sometimes as late as one o'clock.

28505. They miss the connection at the port?—I don't think so. I think somewhere about Carlisle. I think the service as far as Carlisle is as it used to be.

28506. You believe that the fish is carried all right from Coleraine up to Carlisle?—That is my opinion.

28507. From Carlisle, instead of going on by the train by which you or I, as a passenger, would go, it is sent on by a subsequent train?—Yes. I am

informed that the Midland hand over all their fish to the London and North-Western at Carlisle, for the last two years, to take them on to London.

28508. To the London and North-Western?—I should be glad to hear it is not the case, but I have been informed so.

28509. We don't know. Your contention is that if the fish were carried by the same train as you or I, as a passenger, would be carried by, it would arrive in London in time for the next morning's market, and thus fetch a better price than if delayed until the following morning?—Certainly.

28510. That is your loss?—Yes; and a great loss too.

28511. Of course you have represented that to the railway companies?—Yes; I have written frequently. I have all the correspondence here.

28512. You further say that the delays have been more frequent during the last two years?—Yes.

28513. Have you altered your route during the last two years?—No; it is the same route.

28514. You have the same arrangements, and the same rates, at owner's risk; but, for some reason or other, the transit has not been so good for the last two years as previously?—Nothing at all like it.

28515. Although you send at owner's risk rate, your contention here is that the company should be made responsible for the delay?—I should say so.

28516. Notwithstanding that you are getting the benefit of the owners' risk rate?—Yes. But we are paying a very large rate all the same. Our rate is very heavy, even the owner's risk rate.

28517. I suppose London is your principal market?—Manchester is also a very good market.

28518. I will take these two places. Give us the rates you pay to London?—I want to compare the two rates before you leave this. The rate from Coleraine to London is £4 15*s.* a ton, at owners' risk.

28519. What is the rate to Manchester?—I cannot give the rate from Coleraine to Manchester, because we scarcely send any Bann fish to Manchester. It is the Foyle fish goes there.

28520. At what station is the Foyle delivered?—Londonderry. The rate from Londonderry is £4 6*s.* 8*d.* to London, and to Manchester it is £3 3*s.* 4*d.*

28521. That is owners' risk rate?—Yes.

28522. Having got these two rates, you suggest you want to make a comparison?—Yes. Coleraine is thirty-five miles nearer London by Larne and Stranraer than is Londonderry; yet they charge £4 15*s.* from Coleraine, where we get a rate of £4 6*s.* 8*d.* from Londonderry.

28523. The Londonderry rate, I suppose, has been regulated by the sea competition?—Yes.

28524. Is there any other comparison you wish to make?—No.

28525. That is the point you want to make?—Yes.

28526. You said just now your opinion was there was an agreement between the two railway companies with reference to transit?—I have been so informed.

28527. If there is such an agreement, you think, in the public interest, the agreement should be public?—I think it should be published, and that there should be some means of controlling it; and that senders should not suffer loss by these arrangements. I have got no official intimation that such takes place, only I have been informed in England that such is the case, and that the fish are all handed over to the London and North-Western Company at Carlisle, and hence the delay.

28528. Although there is a route by the Midland Company from Carlisle to London?—Yes.

28529. At any rate, you draw that inference?—Yes, I do.

28530. You think, in the public interest, an agreement of that sort should be available to the public?—Undoubtedly, I think so.

28531. I think you are rather too severe on the railways here. You say that they should be made responsible for any loss caused by their not adhering to scheduled times?—I would not be so exacting as to say that they should at all times keep up scheduled time; but, barring accidents, I should say they should.

28532. What would you call fog? Would you call that an accident?—I don't know what term I would apply to it.

28533. There are causes for delay—the weather, for instance?—Yes; a snow storm or anything like that.

28534. Or a gale of wind, in fact?—Yes. I would take those into account.

28535. What you mean is this—if there is undue delay, without a proper excuse, then you think, although the traffic is being carried at owners' risk, the company should be responsible. Is not that what you mean?—Yes. You don't want the correspondence?

28536. No. You have told us. We believe what you say about that?—Last year, 1906, we had over 160 boxes affected by late deliveries. I took that out since I sent in a note of my evidence.

The carrying companies should be held responsible for delay in transit irrespective of owners' risk rates.

28537. What do you call a box of salmon?—Every box is two cwt.; that includes box and ice and fish.

28538. Out of the total you sent you calculate 160 boxes were delayed?—Yes; in 1906; but in 1907, when we sent much less fish, there were over 300 boxes delayed. That shows how the injury is growing.

28539. What was the total number of boxes you sent in those two years?—I did not take that out.

28540. What proportion does the delay bear to the total?—It varies. I could not tell you that; but the delay in 1907 was much greater, though there were much fewer boxes, and we received much greater injury.

The delays to the traffic alleged to be on the increase.

28541. Do you pay all the carriage on the fish?—Yes. It is all carriage paid.

28542. How much do you pay to the railway company in the year?—We paid £800 odd in 1906, and about £500 in 1907.

28543. That is by all routes?—That is the salmon consigned by the Midland route. In 1906 we paid over £800 to the Midland Company for freight. That does not include any that we send by the Liverpool route. This is what we paid to the Midland people.

28544. *Sir Herbert Jekyll.*—£800 would represent, roughly, 2,000 boxes, and the £500 paid last year would represent about 1,250 boxes.

The extent of the fish traffic involved.

28545. *Chairman.*—You say there were 300 delays in 1907?—Yes

28546. Of course there were varying periods of delay?—Yes.

28547. Whenever it does not reach the market in time you call it delay?—Yes; but we have sometimes, as I tell you, the fish arriving in London at one o'clock in the day.

28548. We have got the traffic by the Midland. Do you send as much more by any other route, or by all other routes?—No.

28549. The bulk of it is what you have mentioned?—Yes.

Examined by Mr. Sexton.

28549A. When did the English Midland acquire the Northern Counties line?—I think four or five years ago.

28550. Have the losses by delay been greater since then?—Yes; we have had delays always, but up to the last two years nothing like what we have had since.

Increase in the delays to traffic since the Midland of England acquired the Northern Counties Railway.

28551. The loss before the Midland came in was nothing to what it has been since?—No; nor even during the first few years working of the Midland.

28552. The loss has trebled in the last two years?—I should say it has.

28553. How do you account for that?—I account for it by some arrangement between the London and North Western and the Midland Railway Companies. They don't take the fish direct to London or into the market.

28554. Before the Midland came in here the two English companies acted independently of each other?—Yes. Each was canvassing for custom before.

28555. Since the Midland came in and got command of this territory it has been satisfied to hand over this Irish traffic to what was formerly the competing line?—That is my reading of it.

28556. Where does this happen?—At Carlisle, I am told.

28557. The arrival of the Midland has not been a

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benefit to you?—Certainly not, in that way nor in any other way that I know.

28558. Could you measure in money the annual loss that you incur by uncompensated delays?—Sometimes the loss would be as much as a penny in the pound, sometimes as much as twopence; but a penny a pound would be a very low estimate to put on the loss; that would be 12*s.* 6*d.* a box.

28559. Is this traffic capable of much expansion?—No. I don't think we are going to have a heavier traffic.

28560. If you lose in a year 300 boxes, do they become totally unsaleable?—We lose from a penny a pound according to the time they are kept.

28561. The degree of loss is varied according to the length of the delay?—Yes.

28562. Would any of the fish be unsaleable?—I don't think so. We never lost any fish.

28563. It would be deterioration?—Yes.

28564. What would be the average loss?—When I put on a penny a pound it would be quite within the loss.

28565. What are the contents of a box?—140 to 150 pounds. If the weather is cold it is 150; if the weather is hot we put in less.

The annual loss caused by delays to fish in transit.

28566. The losses would be over £150 in the year?—Yes.

28567. Would that £150 be a substantial proportion of your profits in the year?—Some years it would be altogether our profit.

28568. What proportion does the £150 a year bear to your usual profits for the year out of the fishery?—The profit varies in the fishing.

28569. Do you publish accounts?—No.

28570. Does it diminish your profits substantially?—Certainly. If you like I will tell you that this year it has taken them all away.

28571. *Chairman.*—Salmon has been very cheap?—No. It has been very scarce.

28572. *Mr. Sexton.*—The loss in transit for which you receive no compensation has wiped out your profits?—I mean to say that this year we have no profits.

28573. Is the absence of profit due to uncompensated loss in transit?—It is one of the items.

28574. Important items?—Very important items. You take 300 times 12*s.* 6*d.* to make it up.

28575. It is evident that the question of compensation for loss in transit lies at the root of your industry?—It does.

The consequent serious effect on the prosperity of the fish industry.

28576. It may make all the difference in a year between no return for your capital and perhaps a satisfactory return?—It affects in that way certainly.

28577. There were various degrees of blame to the railway company attaching to these different losses?—I always dealt with the manager of the Midland in Belfast. My communications were always addressed to Mr. Cowie in Belfast.

28578. There were some occasions of loss on which there was manifestly heavy blame attached to the carrying companies in transit?—Undoubtedly.

28579. Would you give instances of that?—In 1906 we lost on one day's shipment over £40, but to be just to the railways it was the Saturday before the general holiday. It was, I think, Saturday, the 4th of August.

28580. That would be a very exceptional case?—Yes. However, I asked them to see that our fish were delivered in time, but they were not, and could not be sold until the Tuesday following, and we lost over £40 that day.

28581. At ordinary times what is the worst that happens to you in regard to transit? Is it to be late for market?—Yes; so late that the fish cannot be sold that day, or if they are sold they have to be sold at less price.

Claims for compensation made to the railway companies but never admitted.

28582. Have you ever received compensation for any loss in transit?—I don't think so.

28583. Have you claimed it?—I have asked it, but I never got it.

28584. At all, in any case?—I am speaking from recollection. I don't think so.

28585. Would these 300 boxes cover a great many cases?—Yes. They would cover 40 or 50 cases, perhaps.

28586. Your custom is to apply for compensation?—We did apply some times for compensation, but as far as I recollect we never got any compensation for delays in transit.

28587. The result discourages further applications?—I have been advised we cannot enforce our claim. I have here a letter from the London and North Western Company to Messrs. Grant and May, one of our agents in London, with reference to a claim for delay in the delivery of fish from Scotland. We never got such a reply as this. This is a similar claim to what we have made. (*Hands in letter.*)

28588. While the letter is being read by the chairman could you put in, in a compendious form, the correspondence between yourself and the company which shows your claims and the results?—Yes; I have copied these letters and telegrams (*indicates document*).

28589. *Chairman.*—This letter can be read, though it does not refer to Irish traffic.

28590. *Witness.*—The letter is:—"London and North Western Railway. District Superintendent's Office, Euston Station, London, 4th Sept., 1907.—Gentlemen—With reference to your claim for £4 6*s.* for delay to two consignments of salmon on the 20th and 21st June respectively, and our representative's recent call upon you, I beg to say that the delay in each case was through the late running of the trains, and was quite unavoidable, but it is very much regretted. I must, however, definitely decline to entertain your claim under the owner's risk conditions of carriage. You may be aware that on account of our agreement with other railway companies, respecting English, Scotch, and Welsh traffic, which is carried at the owner's risk rate, we are prohibited from meeting claims upon such traffic, even if we were disposed to do so.—Yours truly, for H. A. Walker, G.D." That letter is addressed to Messrs. Grant and May, one of our agents in London, who sell our fish.

28591. *Mr. Sexton.*—They say here in consequence of some agreement, of which you know nothing, between themselves and other companies, if they were disposed to grant the claim their free will is gone, and they are debarred from doing so?—Yes.

28592. Are you putting in that correspondence?—Yes.

28593. *Mr. Sexton.*—I should think it would be important to see why losses so material to your company are not compensated for in any degree whatever.

28594. *Chairman.*—We know that you applied for compensation on the ground of delay, and that the compensation was refused?—Yes (*hands in correspondence*).* One of these refers to 1906 and the other to 1907.

28595. *Mr. Sexton.*—All your traffic is carried at owner's risk rate?—Yes.

28596. You call it a high rate?—Yes.

28597. Why is it all carried at owner's risk?—To save money.

28598. If it was carried at company's risk rate could you sell the salmon at a profit?—We have to economise in every line that is possible, and we adopted that line for the purpose of saving expense.

28599. If you carried at company's risk would it make your trade precarious?—It would diminish our profits.

28600. Therefore, as a commercial matter, you are tied down to the owner's risk rate?—We are.

28601. Would you say that the difference between owner's risk rate and company's risk rate should not be so great as to compel you to adopt the owner's risk rate; I mean that there should be a true option?—There should be a true option.

28602. Would you desire to have a company's risk rate if you might adopt it without incurring such expense as would undermine your business?—That is so.

28603. Driven as you are to the owner's risk rate, what do you say to the payment of that rate?—I say that it is too high.

28604. About the present regulation, that you cannot recover from the company except you prove they have been guilty of wilful misconduct?—That is altogether wrong. If they agree among themselves to delay transit of our fish to our loss, why should not we have the power to recover the loss.

28605. All you know, in a case of delay, is that your fish fails to reach Billingsgate, or wherever you want to sell it, in time for the market?—That is right.

28606. You have no proof of the reason why it was not delivered?—I have been told, and I think that this Commission can find out, that it is because of this agreement. I will be glad if some representative of the railway will come up and show me that I am wrong.

* See Appendix No. 15.

28607. Certainly; both sides will be fully heard?—I hope someone will put me right if I am wrong. I always like to be put right.

28608. Is it practically impossible for you, no matter how much loss you suffer, to prove wilful misconduct on the part of the carrier?—Surely it is. I really don't know how it could be done at present.

28609. When they lay it down as a condition that you must prove wilful misconduct they might as well say they will not pay for any loss?—It would be almost the same.

28610. What is the proper remedy? Is it to reduce the company's risk rate to a moderate one, or else to have one rate only, which would oblige the company to pay any loss whenever they are in fault?—I should say they should pay the loss when they are in fault.

28611. In case of what is called the act of God, a fog, or anything beyond their control, you would not hold them liable?—I would not say a word.

28612. But if your fish are delayed, and you lose money, do you think you have an equitable claim to compensation unless the company can show that it was not their fault?—That is my opinion.

28613. You think that reform in the owner's risk rate agreement is urgently required?—I think it is.

28614. Is the owner's risk rate something peculiar to these countries—not generally adopted in railway transit through the world?—I am not conversant with much outside the fish traffic. I really could not say.

28615. But with a railway company, as with any other person who contracts to do you a service, for which you pay, do you maintain it would be a just and necessary principle of law if that service is defective or badly performed, that the person with whom the contract is made should be compensated?—Certainly, and I think if the railway people knew that they would make an effort to have the fish in in time.

28616. You think you are embarrassed and prejudiced by some arrangement between the two companies, which formerly competed?—I do.

28617. Have you heard that there is a great tendency now among the great companies to enter into what are called pooling arrangements?—I have

28618. We know before now they agreed upon rates so as to deprive the public of competition rates; and now it appears that they have devised pooling agreements so that they not only agree upon the rates, but it becomes a matter of indifference which company carries the traffic, because they divide the proceeds of the traffic they produce in a certain proportion among themselves?—That is what I understand.

28619. Transit affects the public interest very much. It concerns the living and the income of the whole community?—Very much indeed.

28620. You hold, as I understand, that public carriers are not entitled secretly to execute with each other any agreements which may prejudice the public?—Yes, I do.

28621. At any rate the public should have an opportunity of seeing, by inspection of the agreement, whether they are prejudiced or not?—They should, certainly.

28622. You hear a great deal about competition and what the country would lose if the railways were run as one system by a public authority. Here we have an instance of competition where there are two companies running between certain points in Great Britain, and one of them hands over the fish to be carried over that distance by the other, and to that system you attribute the late arrival of the fish and the loss you suffer?—Yes.

28623. About the rates from Coleraine and Derry: for the Bann fish you are tied down to the land route?—Yes.

28624. For the Foyle fish you have four routes?—Yes. You might send by various routes.

28625. By sea and land?—Yes.

28626. We understand the topography of the question. They charge 8*s.* 4*d.* a ton less by rail to Belfast and water to England than from Coleraine, though the journey from Coleraine is 35 miles shorter?—Yes.

28627. The reason assigned for that difference is the existence of sea competition from Derry?—I think that is the reason, but I don't know that they have ever assigned a reason to me for doing it.

28628. Is that the reason usually assigned for it?—I believe that is the reason.

28629. Does the port of Derry afford you by sea an effective competition as against the rail from Derry?—No; we could not send all our fish by sea, because the sea voyage is a very long voyage, 18 or 20 hours, and sometimes longer.

28630. There is no true competition?—No. We can only send two days a week, and that only to Liverpool, on Wednesdays and Saturdays. We could not send fish to London by that route.

28631. Therefore, when the railway companies say they are entitled to allow a less rate from Derry by 8*s.* 4*d.* a ton by rail than they allow from Coleraine, which is a shorter route by 35 miles, and give as a reason that the rail traffic from Derry would otherwise go by sea, is not that really an illusion? Is it a true argument?—Not if they have taken all the facts into consideration. I am afraid, maybe, I should not have let it all out.

28632. Does it appear that Coleraine is prejudiced to the extent of 8*s.* 4*d.* a ton by an argument which has no substantial basis in fact?—That is so, but I don't suffer for that.

28633. You suffer at Coleraine?—Yes, but not at Derry.

28634. You say there is nothing in the circumstances of the sea traffic at Derry to entitle the company to penalise Coleraine to the extent of 8*s.* 4*d.* a ton?—Yes.

28635. *Chairman.*—I see that in the statement which you have handed in you have made out summaries of all the telegrams you received from the sellers of fish in the market during the years 1906 and 1907, and I think it would be advisable to have those printed in the appendix. You have made a very nice abstract?—I made that as short as I could.

28636. *Mr. Sexton.*—Do the telegrams give the substance of the controversies between you and the company?—Yes.

Mr. Barrington.—Will the telegrams show where they arrived?

Lord Pirrie.—It does not show by what station they arrived in London.

Chairman.—They arrived at the fish market.

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Mr. Thomas M'Dermott, Manager Foyle and Bann Fisheries, Londonderry.

The excess of the Coleraine rate for fish to London over the Derry figure not justified by the sea competition

Statement relating to delays in transit of fish, years 1906–7.

See Appendix No. 15.

Examined by Mr. Acworth.

28637. I suppose you don't care, provided your fish get to London and arrive in good condition, by what railway they are carried?—I do not.

28638. You think it used to be good with the Midland from Carlisle?—No. There was a time when the two railway companies would take the unconsigned fish month about from Stranraer to London and other markets. If the Midland got June the North Western would get July, and so on; but if I cared to consign them by a particular route they always went by that route.

28639. You did consign by the Midland?—No.

28640. You don't care which way it goes as long as you get the fish delivered?—Yes, if I can get the fish carried I have no interst in the railway.

28641. I have been looking at the time-table, and see that by the Stranraer route the train arrives at Carlisle at about 1 o'clock in the morning, and there are express trains to meet it, both of the Midland and the North Western. The North Western train is timed to get into London at 10 minutes past 7, and the Midland train gets in at two minutes to 8?—I thought the Midland was much earlier.

28642. That is what the time-table says: so it would not be a disadvantage to you to have it taken by the North Western Company rather than by the Midland, if they run equally punctually?—No. It would be an advantage to us.

28643. There is no reason to suppose that one line is worse than the other?—No.

28644. About owner's risk, I confess I am rather puzzled. You send all your traffic at owner's risk?—Yes.

28645. When your company first started they signed a risk note, in which they said they agreed, in consideration of a reduced rate, to exempt the railway company from liability?—I don't know. It may have been, but it was unknown to me, and it has not been as far as I know in my time.

No preference for any particular company's route; the early arrival of the fish in the London market the chief consideration.

Owners' risk rate conditions discussed.

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28646. Will you take it from me that every consignor of traffic at owner's risk rate does enter into a bargain in which he agrees not to claim except for wilful misconduct?—I should not wonder but that is the fact, but I don't know.

28647. *Lord Pirrie.*—Is not that extended?—Is there no word about delay on that note.

Owners' risk rate conditions discussed—*con.*

28647A. *Mr. Acworth.*—Except for wilful misconduct, is practically the operative part of the clause.

Mr. Croker Barrington, Solicitor.—Those are the words. What remains enters into another question.

28648. *Mr. Acworth.*—You say you send it all at owner's risk?—Yes.

Fish rates, Coleraine and Londonderry to London.

28649. What is the rate per ton from Coleraine and Londonderry?—£4 15*s.* from Coleraine and £4 6*s.* 8*d.* from Derry.

28650. You have given a rate here, railway company's risk London £5 8*s.* 4*d*; where is that from? Is that from Coleraine?—I am not quite clear, but the difference would be very little.

28651. Let us suppose it is the same, company's risk £5 8*s.* 4*d.*; you have told me the owner's risk is £4 15*s.* That is a difference of 13*s.* 4*d.*?—It is.

28652. If you chose to pay 13*s.* 4*d.* more per ton, which would be about a shilling more per box, you could send it at company's risk?—Yes.

28653. Then you would be entitled to claim for delay, and they would be liable by law for delay, unless they could prove it was mere accident, what Mr. Sexton called the act of God, or something of the kind?—There would be a good many acts of God if you did that.

28654. What do you mean by that?—They would wriggle out of it in some way.

28655. You mean to say the legal right to get damages would be no use to you?—I think we would have a lot of trouble over it.

28656. You have written to them asking for damages?—I have.

28657. They have replied they are not liable?—Their replies were always very nice and very smooth, and they let me do all the rough work and use all the hard names. They did not do that, but they did not give me anything.

28658. Suppose you sent at company's risk, they would have known that the law was on your side?—They would, but they would have some way of getting out of it, I fear.

Claims for delays made to railway companies but not admitted.

28659. So you don't think if legally they were bound to pay for damage it would be any good to you?—No. I have such a lot of trouble making claims for overcharge and loss by railways, that you would nearly as soon lose a lot as go into it. You are referred from one department to another.

28660. If that is so, and if a legal right to get something out of them is not worth anything to you, what is to be done?—I would like to have a legal right and a low rate if we could. We think the lowest rate is a high rate.

28661. You do think the legal right is worth something?—They would have to pay sometimes. Some fighting individual would appear sometimes and make them pay.

The ordinary rates excessive, and the right to claim for delays not compensation for the extra freight.

28662. You think it would be an advantage to have the legal claim that you have not now because you have chosen to take the lower rate without the claim?—Yes, because then they would make an effort to put our fish into the market for us in time.

28663. That would cost a shilling a box extra?—It would be more. There are ten boxes to the ton.

28664. It would be 1*s.* 3*d.*?—1*s.* 4*d.*

28665. Call it 1*s.* 4*d.* The box contains 150 pounds of salmon?—Yes.

28666. We might call that worth a shilling a pound?—Yes.

28667. That is £7 worth of salmon in the box?—Yes.

28668. Don't you think if the thing is as bad as you say it would be worth your company's while to pay a shilling extra to get a claim for damages for £7 worth of salmon?—No. I think we should stick to what we are at. The railway should be compelled to have the fish in in time.

28669. What we want to do is to see how you are to get it in. You don't think it worth while to pay a shilling in order to be able to claim £7 damages?—We could not claim £7 damages. If the whole box is lost we can get the damage any way.

28670. You say the damage generally would be a penny a pound. That would be 12*s.* 6*d.* on the box?—Yes.

28671. If there was 12*s.* 6*d.* worth of damage and you paid 1*s.* or 1*s.* 3*d.* extra you would be able to get it back?—Yes.

28672. Do you think that would pay?—Yes.

28673. Yet you stick to owner's risk rate?—Yes.

28674. Then you cannot expect them always to treat them as badly as they are now or it would not pay you?—They have been treating me so badly the last two years that I don't know what is going to happen when another year comes round.

28675. Why don't you try the company's risk and see what happens?—We will soon have to give them the salmon altogether.

28676. You are quite sure it is not worth while to give them the company's risk rate?—I would not go that far but I think we are paying quite enough.

28677. No doubt, and they think you are paying little enough?—You could not satisfy them.

28678. All the traders do stick to the company's risk rate in spite of the disadvantage?—I should not wonder at all.

28679. Mr. Sexton said it was a great difference. Does it seem to you that the difference of 13*s.* 4*d.* in £5 off is a very big difference?—It is a large percentage.

28680. For taking the risk?—Yes.

28681. There is a great deal of risk with salmon. It is very perishable and very valuable?—It is.

28682. You think it is too big a difference?—Yes.

28683. Suppose the difference was 6*s.* 8*d.* instead of 13*s.* 4*d.*?—I think a far smaller sum than that would protect the railways.

28684. Your evidence is that a very great number would have to be paid for?—I have given you the numbers and shown you how they have been growing.

28685. *Chairman.*—He has frankly admitted that these delays have been within the last two years, but that before that it was satisfactory?—Yes.

28686. *Mr. Sexton.*—He also said that the main benefit of the company's risk would be to procure greater care in the management of the traffic and tend to abolish the occasion for claims?—Certainly. I am sure that that would be the case.

28687. Do you think that the owner's risk rates at the bottom of page two of your proof and the company's risk rates at the top of the next page are rates between the same points of departure and destination?—Yes.

28688. In that case the lowest difference between owners and company's risk rates is 16*s.* 8*d.*, and on traffic to Birmingham and London it is as much as 21*s.* 8*d.* per ton?—Yes.

28689. That is a prohibitive difference?—Yes.

Examined by Colonel Hutcheson Poe.

28690. With regard to this question of owner's rate and company's rate, I dare say you are aware that a deputation waited on the President of the Board of Trade last December. It was introduced by Mr. Hooper, a Member of Parliament, who took a great deal of interest in that question. Mr. Lloyd George's view with regard to company's rate risk was that it should be ascertained what would be the fair rate of insurance, and that the company should then be entitled to offer an owner's risk rate to those who liked to take it, and, if they did not like that, to offer an owner's risk rate plus a rate determined on as a fair rate of insurance; in other words, that an addition of five or ten per cent. might be determined on as representing the risk undertaken by the carrying company; and if the trade did not chose to take that they must take the owner's risk and accept the consequence. I dare say you remember that that was so?—No.

28691. In confirmation of that view we had evidence from Mr. O'Connor, a cattle trader, in July, who advocated something on the same principle. He even went so far as to say that, in consequence of the difficulties which he and other cattle traders had with respect to carrying at owner's and company's risk rates, his association was in the habit now of insuring against risk with the Ocean Marine Insurance Company, which took all the risks for something like a halfpenny in the £, which is an extremely low percentage. Mr. O'Connor advocated with regard to his

own particular trade that insurance should be obligatory on cattle traders; and if that was the case the railway company could afford to charge a very low rate in addition to ordinary owner's risk rate; they could take all the risk while the additional charge for insurance which the trade would have to pay would be so small that it would be of no consequence whatever. Do you agree with that suggestion?—I have not given that a thought.

28692. It seems a very reasonable one—a rate of from five to ten per cent.?—In carrying cattle if one gets a leg broken or is killed, you can easily tell what damage is done, but in carrying fish you have to bring the salesman and your shipper here, and all that to prove your case.

28693. If the company had some system such as I mention, which was advocated by Mr. O'Connor and is confirmatory of the views of the President of the Board of Trade, a gentleman of experience in such matters, and if they were authorised to charge an additional rate to cover the additional risk run, in the shape of an insurance premium, they would take very good care, somehow or other, that all traffic should be handled very carefully?—Would an insurance company insure a railway against their own acts in such cases?

28694. Apparently in this particular case Mr. O'Connor said that the Ocean Marine Company are prepared to insure cattle?—I think that would be regarding accidents against cattle.

28695. Why should not the same principle with some modification be applied to the carriage of any article?—It is impossible to get an insurance company to insure the London North Western Company against loss because they did not run their train to arrive in London at seven o'clock in the morning.

28696. The railway companies would make what agreements they like with the insurance companies. It would be a matter for arrangement between them and the insurance companies as to the terms upon which insurance was effected?—I think that scheme is hardly feasible.

28697. If it were feasible don't you think it would be satisfactory?—Anything to modify the loss would be satisfactory.

28698. At present the figures you give me show that the company's risk is 25 per cent. above the owner's risk rate?—It is, I am sure.

28699. Of course that is a rather onerous charge, much more than, in the opinion of people who have considered the question, would cover the extra risk run by the company.

28700. As regards the industry which you represent, am I right in saying that the public, generally, in this country have a far greater interest in fishing than the public in England and Scotland. In nearly all the rivers of Ireland there are public rights in the tidal waters?—No.

28701. I think you will find there are, except in the Blackwater?—They have no public rights in the Foyle, or in the Bann, Moy, or Erne.

28702. In the report which was published by the committee that sat to investigate the working of the Department the justification given of the expenditure of public money on inland fisheries is that the public have the right to fish in the tidal waters of rivers, except in the Blackwater and a few other salmon fisheries. It goes on to say that the annual value of the Irish salmon fishery is about £300,000, of which £240,000 represents the public interest. This is not the case in Scotland, in which there are no public rights in salmon rivers at all, while in England they only exist to a much smaller degree than in Ireland. That is in the report of the committee issued a few months ago after taking the evidence of the inspectors of fisheries and so on. I think I understood you to say that you exported last year something like 2,000 boxes by the Midland Railway Company?—I am sure I did not give you the exact numbers.

28703. You said £800 was paid in freight and that represents about 2,000 boxes?—Yes.

28704. The return of the Department does not pretend to be absolutely accurate, but it is approximately correct, and it gives the total weight of salmon and trout carried from other ports than Dublin and Cork as 6,000 cwt., of which they say 2,064 cwt. went from Greenore. Assuming that is all correct, that means only 1,000 boxes, and yet you say that you send 2,000 boxes?—We paid £800 in freight.

28705. Do you, in addition to what you send over the Midland system, also send considerable traffic over other systems?—We send some—not a great lot.

28706. According to your evidence, which, I am sure, is accurate, the figures given by the Department are not very reliable?—No. I have said nothing of the carriage of fish through Greenore, Dublin, or any other place. My figures have reference only to fish from Derry and Coleraine. We send nothing by Greenore.

28707. With regard to the complaints which you speak of as being so frequent and as resulting in very serious loss, have you made any representations to the Department of Agriculture?—No.

28708. You may not be aware that they have interfered in numerous cases in the interests of different traders?—I prefer dealing direct with the people responsible. This is the first complaint I have made of a public kind.

28709. Were you aware that the Department had these powers?—I was not aware that they had any powers.

The powers of the Department of Agriculture to assist traders to obtain redress of railway grievances.

28710. I think it a great pity that every trader in Ireland should not be aware of these powers?—I am very glad to know that they have power.

28711. There was one complaint last year with regard to the carriage of mackerel from the South of Ireland which resulted in the railway company running an additional train to meet that particular grievance of which the fishermen had complained. Probably if you had complained to them it would have resulted in a similar benefit?—I really thought it was only the Board of Trade that could interfere.

28712. The Department has got powers under the Act which constituted it.

28713. *Lord Pirrie.*—To deal with Irish railways. —(*Witness*).—This is not a complaint against Irish railways.

Delay to a consignment of eels for London from the Bann.

28714. *Colonel Hutcheson Poë.*—Have not you some eel fisheries on the Bann as well?—Only at one spot, where it is not of much value, but I may as well tell you that on Thursday we sent a box of eels from the Bann to London. They brought 10 shillings a draft—that is 21 lbs.—and on Friday we sent another box of eels. They brought 9 shillings a draft: with this explanation—"These fish did not arrive until 10.30. No use sending for late market on Saturday."

28715. *Lord Pirrie.*—What was the first price?—10*s*.

28716. And the next price?—9*s*. a draught.

28717. *Chairman.*—That is quite true. You should not send on a Saturday?—Do people not eat fish on a Saturday or Sunday?

28718. But the market is over early on Saturday morning?—They should have been there at eight o'clock on the Saturday morning.

Complaint of having to market fish elsewhere than in London owing to delays in transit.

28719. But the train is not due till after eight?—But they did not arrive till 10.30. Are we to send in no fish on the Saturday at all—has it come to that? I may as well tell you that during last August the delays were so frequent that I had at last to send them to other markets than London, and I endeavoured, as far as possible, to send no fish arriving on Saturday mornings.

28720. Exactly?—But look at how our trade is hampered by the railway company's action? I do not see how such action can be defended.

28721. *Colonel Hutcheson Poë.*—You have a small industry, but is there not also a large industry?—The large industry is in the hands of Messrs. Ellis and Bruce.

28722. That is very valuable?—Yes, very valuable.

The Bann fisheries do not get proper attention from the Board of Conservators and the Department of Agriculture

28723. I think worth £13,000 a year?—I do not know.

28724. Do you consider that the Bann fishery gets a proper amount of attention from the Conservators and the Department generally?—I do not.

28725. Could it be improved upon in any way?—It could be very much improved.

28726. Are you under the Board of Conservators?—We are.

28727. Has Mr. Green got anything to say to it?—Yes; he is the chief inspector of the Department.

The powers conferred by the Local Government Act of 1899 on District Councils to assist financially boards of conservators.

28728. He takes a great interest in the development of both sea and inland fishing?—Yes; but we are hampered by want of sufficient funds to protect the fisheries of the Bann.

28729. Are you aware that under the Local Government Act of 1899, the District Councils have the power of assisting financially boards of conservators on

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Mr. Thomas M'Dermott, Manager Foyle and Bann Fisheries, Londonderry.

representation being made to them?—Yes; I am aware of that, but they have never done it, as far as I know. They have never taken advantage of that.

28730. Would you be in favour of the County Councils having any representation on the Board of Conservators?—Yes, if they paid.

28731. If they contributed something towards the development of the fishery, you would not object to their being represented on the Board of Conservators?—I would not object at all.

Representation of the County Councils on the Board of Conservators.

28732. You are aware that that is one of the recommendations which have been put forward in the report to which I alluded just now?—I know it is embodied in the Act of 1898 or 1899.

28733. They have been given power, but it has not been exercised?—No, it has not been exercised.

28734. Unless they contributed. But the view which the Commissioners took was that even if they did not contribute, in view of great interest which the whole public had in the fisheries of Ireland, these local bodies should, independently of any contribution, be given some voice in the conservators' duties?—Oh, they have enough to do without giving them any more work.

28735. Who?—The County Councils?

28736. I think that many of the gentlemen on those County Councils would be very glad to devote some of their spare time to assist in the development of the fisheries of the country?—I do not see what good they could do, except to put more money into the protection of the fisheries. The whole secret is to get money to protect them.

28737. At any rate, you would give them representation, if they gave you more assistance?—Undoubtedly.

Examined by Lord PIRRIE.

28738. You complain that the Irish traffic is delayed at Carlisle, or some other English or Scotch station, although the Scotch traffic is allowed to go through—that your traffic is delayed, and that the Scotch or English traffic is not?—I do not know that that is the case.

28739. Have you not heard from your agent in London whether the Scotch traffic, such as the Aberdeen traffic, that goes by the passenger trains, is equally late with yours?—I have not heard, and never inquired.

28740. Do you not think that with such an important traffic as yours, it should be your first duty to write to your agent in London enquiring whether other traffic that comes by the same train through Carlisle is delayed. Is it the fact that theirs gets in? Would not that be one of your first duties as a commercial man?—Well, perhaps I have been remiss in not doing what you say, but you will see by the letter put in evidence that they have also suffered.

28741. I want to get it on the minutes clearly?—I never inquired whether other people's fish were late or not.

The question of delays to fish between Carlisle and London.

28742. Now, has your agent looked to this. When the fish go by the Larne and Stranraer route, there are two waggons—one of the North Western Company and one of the Midland. Your traffic is collected at the Bann and at Coleraine, and there is only the Midland Company there to send that traffic. You have no reason to think that when the traffic gets to Carlisle, which is practically the Midland Railway's termination, as it were, where they join the Scotch line—you do not know that that traffic is taken out of the Midland line and sent on in the North Western?—That I really do not know.

28743. You have no information on that subject?—No; I have given all the information that I have; but at Carlisle there is some changing.

28744. Now, is the man who collects your fish in London and takes it to the market your agent or the railway company's?—Oh, the railway company deliver direct to the market.

28745. And therefore you would know whether it was the North Western or the Midland Railway that carried it, would you not?—Oh, our agent would.

28746. Have you ever asked him?—I have asked him.

28747. And what does he say?—They say sometimes it is the North Western.

28748. And therefore it does apparently get changed somewhere between Stranraer and London?—That is what I have been informed.

28749. Well, now, as to the time of the arrival of these trains in the morning; from Carlisle, by the North Western, and also the Midland, in fact frequently the whole of those trains. I suppose you are aware that the passenger traffic has been delayed, broadly speaking, an hour to an hour and a half. I went by that very train you are speaking of that is due at 8 o'clock and we did not get in until 10.50?—You would have an action for damages.

28750. The very train your fish are supposed to be in?—Yes.

28751. And therefore the same complaint as to the arrival of that train could be made by a passenger if he was there?—If he was delayed, surely.

28752. Do you consider that you are being badly treated if your fish are being delivered in London at the same time as the passenger?—Yes. And that passenger considers he is badly treated, too, if he is kept till half-past eleven o'clock, when he should get in at eight.

28753. *Mr. Sexton.*—But he is not deteriorated a penny in the pound by that?—No.

28754. *Lord Pirrie.*—From your experience as to the arrival of that train, you would not be surprised to hear that a guard in Aberdeen told me that the trains are all running late and starting late. We were an hour late in starting and we were two and a half hours late in arriving?—Why should they be late in starting?

28755. That is what you complain of. The railway companies should arrange to make their trains arrive punctually?—Yes.

28756. And the fish are more important than the passengers?—I do not say that.

28757. As Mr. Sexton has very properly told you, the passenger does not deteriorate by being late?—No.

28758. But the fish does?—Yes.

28759. And therefore the fish should be more punctually delivered than this passenger?—Well, they should be delivered as punctually. They would want to keep the delivery regular. Deterioration is one thing, but losing your market is another. Your factor can keep the fish fresh for twenty-four hours by icing them.

28760. And that is what I am trying to hold you to—that you consider the fish traffic should be carried on even more punctually than the passenger traffic, so that they can get the market?—Yes, that is so.

28761. And that your general complaint is that the fish traffic whether on the North Western or the Midland during the past year has not been as regular as it was before?—No.

28762. I quite corroborate it, because I have travelled a good deal?—I am glad of your expression of opinion.

28763. I need not ask what you pay your salesman at Billingsgate?

28764. *Chairman.*—Oh, no?—Here it is.

28764A. Oh, we know all that.

Mr. S. G. Gallagher, B.E., M.INST.C.E., County Surveyor, Wicklow.

Mr. S. G. GALLAGHER, B.E., M.INST. C.E., examined by the CHAIRMAN.

28765. You are the County Surveyor of Wicklow?—Yes, sir.

28766. And have you been requested by the County Council to give evidence?—I have been directed by them to do so, sir.

Situation and description of the Dublin and Blessington Steam Tramway.

28767. I suppose you are acquainted with the town of Blessington in that county?—Yes; it is a very small village, with no local industry that I know of, and the traffic coming to it is principally tourist traffic.

28768. There is a steam tramway there?—Yes, a steam tramway.

28769. From where?—From Terenure, a suburb of this city.

28770. A suburb of Dublin. And it runs to Blessington?—Yes.

28771. What is it—a light railway?—It has the usual full gauge—the Irish gauge. It is laid on the side of the road. It is placed partly on the side of the road on a slightly raised platform, with flat-foot rails, generally in bad condition and worn out.

28772. How was it constructed?—It was constructed by a private company. They have got a guarantee from the County of Wicklow and from the

County of Dublin. The Wicklow guarantee is on £30,000, a 5 per cent. perpetual guarantee, and the Dublin guarantee is on £20,000 capital also.

28773. Is that £20,000 guarantee of the County Wicklow spread over the whole county?—No, sir; only on Naas No. 2 Rural District and Baltinglass No. 1 Rural District and portion of Rathdown No. 2 Rural District. The Rathdown portion is part of Naas which was taken from it. Originally it was Naas and Baltinglass.

28774. Then the rating area is very limited?—Very limited.

28775. And how much in the pound have the ratepayers to pay?—They are supposed not to pay more than a shilling in the pound in any one year, but since I have had to deal with them they have had to pay variable amounts, about 11*d.*

28776. What is it this year?—I do not know.

28777. Last year?—Practically 10*d.* in the pound.

28778. *Colonel Hutcheson Poë.*—But is there not some recoupment?—Yes; they get some of the money back.

28779. It is really only 5*d.*?—Really only 5*d.*

28780. *Chairman.*—What is the length of the line?—A total of fifteen miles; 4¾ being in the County Wicklow. It runs partly along the county boundary. I may say that the County Kildare derives a large benefit, but they pay nothing.

28781. It is worked by steam power?—It is worked by steam power.

28782. Has this particular tramway any statutory powers to run over any other railway?—They have, over the Dublin United Tramway's Company's system. They have powers to run over that; but they do not do so.

28783. They do not exercise the powers?—They do not; principally on account of the difference in gauge and the peculiarity of the wheels. Our wheels on the Blessington line are too wide for the rails of the Dublin United Tramways Company.

28784. *Mr. Acworth.*—You say that the flanges are too wide?—Yes, too thick.

28785. That makes it impossible to run on them?—They did once or twice, simply to exercise the right.

28786. *Chairman.*—How is this little tramway managed?—By a board of six directors.

28787. How are they elected?—Four by the company, and two others, one by each county, baronial directors, as they are called, now District Councillors.

28788. Now, I do not want all the figures for the several years, but just tell us what were the gross receipts in 1905-6?—£6,746 13*s.* 3*d.*

28789. And what were the expenses?—£6,072 5*s.* 5*d.*

28790. And what is the net profit?—The net profit on train mileage?

28790A. *Mr. Acworth.*—Say, five years' average.

28791. *Mr. Sexton.*—The average is about £700 a year, is it not?—Yes, practically; but it varies a good deal.

28792. It does not go over £1,000?—One year it was over £1,000, but that was in the early period of the line.

28793. *Chairman.*—Does the traffic grow very little or is it practically stationary?—It is practically stationary; well, no; they depend a great deal on tourist traffic—trippers.

28794. Is there any prospect of the line ever paying off the guarantee?—Absolutely no prospect, sir; because the line is gradually getting worse. The rails are getting worn out. Sleepers are renewed with unseasoned sleepers—native timber—excellent timber, no doubt, but unseasoned, and the rails are wearing out, and the rest of the line is always neglected, and in a short time they must reconstruct.

28795. What is the object of the Council asking you to come here and prove these facts before us?—Simply because they do not believe there is ever any prospect of that line paying a dividend on the shares from the profits.

28796. Well?—And they consider that the people who pay them never had any option in the matter. It was started on them and put on them by the Grand Jury, and they have no representation. They have one director on the Board, nominated by the County; and they would rather like that they would be able to manage the line. The line is being run out of their pockets, and they would like to run it themselves.

28797. That is to say, the ratepayers think they are entitled to representation, so as to have some voice in the management, as they guarantee a portion of the capital?—Yes; there is only one director, as compared with four. Of course, Dublin has one director too.

28798. There are four directors appointed by the shareholders?—Yes.

28799. And those four directors are shareholders of the concern guaranteed by the ratepayers?—Yes.

28800. Is that the point?—That it is worked out of the ratepayers' pockets.

28801. What?—It is practically worked out of the ratepayers' pockets.

28802. And I do not suppose that anybody would dispute the proposition that the ratepayers should have representation?—Yes; full representation.

28803. That is the point?—That is the particular point.

28804. Any other?—There are many other points. Naas No. 2 District Council say that the line is run badly; that the directors run another line; that is the Blessington and Poulaphouca line, and that it is not run for the benefit of the Blessington Tramway. It is rather an unpleasant point. The Tramway Company say that by keeping this line—the Blessington and Poulaphouca line—open, it brings them a bigger passenger traffic, and I quite feel that it does so; but the Blessingon anl Poulaphouca line is not a guaranteed line, and they have no rolling stock—they have absolutely nothing. They could not work the line themselves, and they come to the Dublin and Blessington Company and say to them, practically—"If you do not keep our line open we will abandon the line," and then the Blessington Tramway Company kindly come in and give them a large rebate on the passenger fares.

Poulaphouca line worked by the Dublin and Blessington Company but the working arrangement regarded as unsatisfactory.

28805. What is the result?—The result is a loss to the Dublin and Blessington line.

28806. What is the result to the subsidiary line?—They are able to pay a small dividend.

28807. They are?—About 2 per cent. now on the debenture shares.

28808. *Lord Pirrie.*—Not on the shares?—On the debenture stock.

28809. *Chairman.*—And you think the remedy is that the ratepayers who guarantee the capital should be the parties to manage the line?—Decidedly.

28810. In fact that they should have full authority to manage the line?—Yes. In fact, under the Act the power of management is given. Under certain conditions they could have that power. If the working expenses for two consecutive years were paid by the county, the County Council could enter on the line and work it. But it is managed, very obviously managed, in such a way as to prevent that. The Directors do not want to give up the line to the counties, and by perishing the line in one year, or one half-year, and working it up in another year, they steer clear of that.

Transfer of Blessington line to County Council prevented by the action of the existing board.

28811. You mean this, that if a proper amount was spent on the line, to put it in proper order, and not allow it to deteriorate, as you point out, then the expenditure would be more than the receipts, and the county would have a remedy?—Yes.

Examined by Lord PIRRIE.

28812. It must be two years running at a loss?—It must be two consecutive years. But the way they manage is that we have got a fat half-year and a lean half-year; and they work that by paying something towards dividends out of the working one half-year and not calling for the full guaranteed dividend, and then the next half-year they do not pay anything from the proceeds of the working.

28813. I take it that you mean it is to be four consecutive half-years. Is that right?—Quite right.

28814. And if that takes place then the County Council can take charge of the line?—Yes.

28815. Now, I take it from your evidence to the Chairman that the County Council do not object to pay the guarantee, because they consider the line is a benefit to the county, but that they do want, and consider that they should have, the appointment of the directors?—Oh, yes; that is one grievance, and they also object strongly to the guarantee.

28816. But do they object to the guarantee provided they get the power of appointing the directors for the management of the line?—Well. I do not know what their feeling is on that point exactly.

The appointment of the directors by the County Council as representing the guaranteeing area urged.

28817. You do not consider that they could manage it so economically and well that they would be able to do without the guarantee, but you say that they consider that if they had the line in their own hands they would be able to manage it better and more

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economically than on the other system?—But I may as well say, for my own part, that as long as it is worked by steam power it will never pay. The gradients are heavy, and it is behind the times altogether, a steam-tram road.

28818. You mean the County Council prefer having it electric?—Oh, yes; nobody cares to travel on that tram.

Electrical instead of steam traction required.

28819. And if it was handed over to the County Council would they lay out sufficient on that line to make it an electric tramway?—No; they have no power to do that.

The advantage of the Blessington line for the encouragement of tourist traffic.

28820. Then, there is no object. The County Council admit the line does good to the county?—They do. They say, as far as bringing tourists and people there is some advantage; and there are also, near Blessington, about half a mile from it, very good granite quarries, and up to this year the traffic from the quarries passed over the county roads in the form of horse traffic. Everything is brought to Dublin by horse rather than by railway.

Examined by Colonel Hutcheson Poë.

28821. With regard to the guarantee; the amount for which you are liable is £1,200?—£2,000.

28822. But you get half back; you get 2 per cent. back?—Yes; 2 per cent.

The annual levy on the Co. Dublin and the Co. Wicklow guaranteeing areas.

28823. Your proportion is £1,200. And, as a matter of fact, what you have been called upon to pay for the last five years is £700, £698 to be accurate, and that is divided into a levy of 1½*d.* on the County Dublin portion, and 5*d.* on the Wicklow?—It is very small for the Dublin district.

28824. It is a very small levy on the Dublin district?—Oh, yes; it has a larger area.

28825. That line between Blessington and Poulaphouca is only three or four miles long?—Four miles.

28826. And without that extension the tramway would not be able to continue as it is?—That is the contention.

The advantage of the Poulaphuca line for tourist traffic.

28827. Is it not your experience that Poulaphouca is a great centre for tourist traffic?—Yes.

28828. And without it there would be very little traffic running between Dublin and Blessington?—Very little tourist traffic.

28829. So that it is absolutely essential that the Directors of the tramways keep that extension up if they want to get anything at all?—Yes; but the representatives of the people think that a bankrupt company that cannot work the line themselves, and otherwise must sacrifice their line, should not come to the Dublin and Blessington Tramway Company and dictate terms to them.

28830. Do you know what the capital of the extension tramway is?—I do not know.

28831. Do the shareholders receive any dividend?—The ordinary shareholders do not, and I think it is about 2 per cent. they pay on the debenture stock. I am not certain.

The terms under which the Blessington Company work the Poulaphouca line too favourable to the latter.

28832. But the terms which are given to this extension company by the Dublin and Blessington people are, I think, on your own showing, very favourable?—To the Blessington and Poulaphouca line.

28833. By the Dublin and Blessington?—Oh, very favourable, because, roughly—I will not say the exact figure—it is 10*s.* to bring down a wagon-load of material to Blessington. If it is brought on to Poulaphouca, four miles further, it is 12*s.* If they only bring it to Blessington the Dublin and Blessington people get the full 10*s.* If they bring it on to Poulaphouca they only get 8*s.* The Blessington and Poulaphouca gets the rest of it—about 4*s.*

28834. The Dublin and Blessington Tramway Company take the responsibility for the whole of the receipts and expenses?—Yes; and they divide the expenses into other proportions.

28835. They do not give them so much for the trip?—No.

28836. Or anything of that kind?—No. They give so much on the receipts.

28837. *Mr. Sexton.*—It is not divided by mileage?—No; not the rebate, but the cost of working is.

Development of the granite industry.

28838. *Colonel Hutcheson Poë.*—Is there any provision by the Dublin Tramway for taking heavy traffic, such as you speak of—this quarry industry?—Only last year they put up a few sidings, and they are carrying this granite to Dublin.

28839. To Dublin?—Yes.

28840. Is that likely to help the traffic?—Yes; it would help the traffic greatly, and the quarries could be greatly developed if they were given favourable rates.

28841. Do you complain that the ratepayers who pay this guarantee have not a sufficient voice in the management of the railway?—Yes; that is the feeling.

28842. It rests entirely with themselves what voice they have, I suppose?—Well, they have only one man against four.

28843. But under the order in Council they are entitled to appoint so many for each barony?—There is only one barony practically represented in County Wicklow, and it was really by refusing to pay the guarantee that they got this one director on. That was before my time.

28844. I have not the Order in Council, but it seems very unusual if there is not provision made for the appointment of more than one where there are two counties involved.

28845. *Mr. Sexton.*—He means that Wicklow has one and Dublin has one?—Wicklow has one and Dublin has one. I only speak for Wicklow.

28846. *Colonel Hutcheson Poë.*—There is one for Dublin and one for Wicklow?—Yes.

28847. Can you give us any idea of what proportion of the receipts—you say they are about £6,000 a year—represents passenger traffic, and how much represents goods traffic?—No, sir, I cannot. I have not gone into that.

28848. You cannot give it in round figures?—As far as I can recollect, it is about half-and-half.

28849. There is a carriage of goods traffic of £3,000 a year?—Yes.

28850. That is a considerable amount.

Examined by Mr. Acworth.

28851. Mr. Gallagher, has this line got a goods station?—No, sir; they stop on the roadside.

28852. But about goods. What do they do with the quarry traffic?—They have a goods bank at Blessington.

28853. And what do they do at the Dublin end?—The Dublin end, I do not know. But it appears they have a goods station at Terenure, and I think they can unload there and carry it by carts through the city.

28854. Do they do it in the middle of the road, or do they load and unload at the station?—They have a yard at Terenure.

28855. At the Dublin end?—Yes. They have a goods yard and they can do it there.

28856. Can you tell me what the Dublin United Tramway Company's gauge is?—They are both 5 feet 3 inches nominally—the Irish gauge.

28857. You mean to say that the gauge is nominally the same?—Yes, but there is a difference.

28858. It is the old story that one has broader flanges to the wheels?—Yes.

28859. I thought from your proof that there was a difference in gauge?—Well, so they told me, but I could not see that. I have done some work for the Dublin Tramway.

28860. *Chairman.*—You said that on one or two occasions they did try to run?—Yes; but their wheels are too thick.

28861. *Mr. Acworth.*—I understand you to say that there is £100,000 of capital in the Dublin and Blessington Tramway Company?—Yes.

28862. You do not say about Poulaphouca?—No; I know nothing about that.

28863. What happened to the money—do you know anything about it?—I presume it was used in the construction of the line.

28864. But surely it did not require £100,000 to make a railway fifteen miles long on the roadside?—I do not know, sir.

28865. Do you know what amount it represents paid in?—The amount of ordinary share capital was £57,000.

28866. You do not know the number of sovereigns the company received in return for issuing that amount of stock?—No, sir, I do not.

28867. Presumably it is not the same. Now, do you suggest that the line should be electrified?—It should, and if there is ever to be a chance of that line paying it must be by some other style of working, because no one travels over that line for pleasure after the first time.

28868. They run about four or five trains a day?—They do. They are very liberal that way.

28869. Could anyone expect an electric line to pay

there on the basis of five trains each way daily?—No; it would not pay at all. They could run shorter trains and more frequent trains.

28870. To Blessington?—To Blessington and every other place.

28871. Is there anything on the road that would pay for a frequent service?—The whole country is very charming from Terenure to Blessington, in fact on to Poulaphouca. The farther you go the more charming it gets. But there are no industries beyond the quarry, that I know of.

28872. There is nothing that would pay for what you would call a frequent service—a half-hourly service, or something of that kind, do you know?—No.

28873. And you think it possibly might be developed?—It could be developed, certainly, if the money could only be found for the electrification, it would pay.

28874. Are there any suburbs of Dublin growing very rapidly?—Well, Terenure is growing very rapidly; Tallaght is growing as well. And Blessington is not growing, because it is a great distance from the city, of course.

28875. Are there any suburbs some miles out growing seriously?—No; I cannot speak very well about Dublin.

28876. Just another point. Your suggestion, I understand, is prartically that the County Council should run the section that they pay for?—Yes, that is their feeling.

28877. And they have not instructed you to say what should happen the other piece of it—to Poulaphouca?—I have got no instruction on that, but simply on the Blessington Tramway Company, very bald instructions.

28878. It would not be to the public interest that Poulaphouca should be shut up?—I do not think so myself.

28879. Clearly, they would not want two people working it?—No.

28880. Do you think the County Council would like to work the tourist excursion traffic to Poulaphouca?—I am sure they would. They would do anything in the interests of their county.

28881. Does that mean that they would like to take over the extension?—I presume they would. They never gave me any hint that they would.

28882. Was there ever any suggestion that the Dublin United Tramways Company should take this up?—There was; not by the County Council, but there was a vague rumour that they would do so.

28883. There has not been an offer from the Tramway Company, that you know of?—No, not to the County.

28884. Would that be a good solution, in your opinion?—It would be one solution, and I think a very good solution, because the Dublin United Tramway Company have the rolling stock.

28885. And have the electricity?—Well, they could easily get power for this extension of only fifteen miles.

28886. They have got the power?—They have the power, and the matter would simply be the replacing of the rails, and in fact the relaying of the line, as you might expect, for the line was laid in the year 1885.

28887. Then, assuming some arrangement could be made financially, satisfactory to both sides, do you think your Council would be inclined to hand it over to the Tramway Company, or do you consider that they would like to have it in their own hands?—I think they would like to get rid of the expense of the Poulaphouca line, or the Blessington line at any rate. And I think they would take the easiest course out, and consider any reasonable offer that was made to them by the Tramway Company.

28888. They do not want it shut up?—They do not want to shut it up, because that would shut up one side of the county.

Examined by Mr. Sexton.

28889. I gather from your evidence, and from what we have heard in other cases, that the provision enabling the Lord Lieutenant to give the management to the ratepayers can really always be made nugatory?—It can, and it is really made so in this case.

28890. The intention of the law is that in case of the expenses exceeding the receipts for two years consecutively, the ratepayers shall take direction of the enterprise?—Yes.

28891. And that provision, as a matter of fact, can be evaded by manipulating the fat half-year?—Yes; by neglecting the line, and neglecting many important things during one half-year, the maintenance of the line, the re-sleepering and weeding of the line.

28892. It is a provision that "keeps the word of promise to the ear, and breaks it to the hope"?—Yes.

28892A. Another provision is required?—A new provision, and in reference to that provision, it should be always remembered that the people who are actually paying the guarantee have had nothing to say to starting this line. It was the Grand Jury, where the people had no representation whatever.

28893. The year, at any rate, should be made the unit, and not the half-year?—Yes. I think if the people had more representation, I would not at first altogether take it over, but let them have a bigger representation on the Board of Directors of this line for a certain period, and then, if it was not satisfactory, let the County take it over.

28894. As to the difference in gauge between the Dublin Tramway line and your line. Though the gauge is nominally the same, there is a practical difference?—Yes, there is a difference in the construction.

28895. And that prevents interchange, even though there might be another cause to prevent it?—Well, yes; it prevents interchange, but it has been put before me in a conversation with a large trader, that even supposing they were able to run over the Dublin line, there would have to be provision made for unloading banks.

28896. My point is rather that if the vehicles cannot run on the Dublin line, nor the Dublin vehicles on that line, to discuss the want of running powers would be superfluous?—Oh, it would be superfluous.

28897. Now, you come here as the spokesman of the representative body which acts for the County Wicklow?—Yes, sir.

28898. And this guarantee which you refer to is a legacy from an unrepresentative body?—Yes.

28899. It was imposed on the County by an unrepresentative body that has ceased to have any power?—Yes, the Grand Jury.

28900. There is a curious difference between the weight of the burden on Dublin and Wicklow. Each guarantees half?—Yes; and the County Wicklow portion really serves the greater part of Kildare. It runs along the county boundary.

28901. The guaranteeing area of Wicklow is paying three times as much in the pound as that of Dublin?. The poundage levied in Dublin is only one-third of what is paid in Wicklow?—Yes; it is so much less, and the grumbling is so much more.

28902. Is this a useful line?—It is a useful line to a certain extent. It brings people into the county.

28903. And it brings people into the capital. It brings country people into town?—Yes, it does.

28904. And is it valuable as a goods line?—Fairly valuable. It is valuable in this way, that it is a long, heavy pull to bring goods out by road. Unfortunately there are no goods to be brought from the county barring the granite, as far as I know.

28905. Apart from any question of levying or guaranteeing, does the utility of this line justify its existence?—Oh, it does, in opening up one side of the County Wicklow. On the wall map there you can see that it comes practically between the Great Southern and the Dublin, Wicklow, and Wexford lines, between the mountains, running down the centre of the county. You see it is a very useful line in that way. It can be fed from both sides.

28906. So that if transit were regarded as a public or national, and not as a local question, there can be no doubt that this line ought to be made and maintained?—Yes, and extended.

28907. *Chairman.*—Extended to what point?—There was one party proposed to extend it to the Seven Churches, but I do not think much of that.

[*Witness indicates position on map.*]

28908. *Mr. Sexton.*—It could be made more remunerative by extension?—It could by running a feeder up to those granite industries which are really kept alive by the enterprise of one man, Mr. Osborne, who keeps them alive and works them at great disadvantage. And then the military traffic is considerable to certain camps. There is one near the County Dublin, down at Kilbride, and I daresay if you had a short feeding line there, a short feeder to that, it would

The provision for the taking over of the management of the line by the County Council rendered nugatory by the action of the directors.

Larger representation of the ratepayers on the Board of Directors of the Blessington line urged.

The impracticability of exercising running powers over the Dublin United Tramway Co.

Complaint that the Wicklow ratepayers pay an excessive proportion of the guarantee.

The utility of the line alleged to fully justify its existence as a public convenience.

Some small extensions of the Blessington line proposed.

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Mr. S. G. Gallagher, B.E., M.INST.C.E. County Surveyor, Wicklow.

pay for itself. And a lot of the traffic that is carried by various means to the camp could be brought over this line.

28909. It rather appears then that if the railways were operated as one public system, a line like this, by a moderate expenditure, could be made a thriving line?—Oh, yes, and it would make it possible to go round Wicklow.

The financial position of the Dublin and Blessington line.

28910. Take the financial position. There is an ordinary capital raised of £57,000 which cannot get a penny of dividend till the ratepayers of Dublin and Wicklow have got back all they had paid?—Yes.

28911. And I think we may say that that ordinary capital has no chance?—Oh, absolutely no chance.

28912. The ordinary shareholders may have an abstract interest in the line but not a practical interest?—Yes.

Constitution of the board.

28913. Is it the ordinary shareholders that elect the directors?—I really do not know. I do not know how that part of it is managed. I don't suppose any ordinary shareholder wastes his time turning up at the meetings.

28914. The ordinary shareholders who have no interest in the line under and conceivable conditions?—No.

28914. The ordinary shareholders have no interest, because their dividend is scanned?—The preference shareholders are all paid.

28916. The shareholders—ordinary, or preference, or both—elect the directors?—Yes.

28917. The line provides one part of the dividend, the Treasury another part, and the counties another part?—Yes.

28918. And neither the Exchequer nor the counties have any representation?—No, beyond the one director from the County Wicklow and one from the County Dublin.

28919. I mean no effective representation?—Yes, sir.

Unified management of the Irish railways would result in the efficient working of this and all other similar lines.

28920. Now, taking things as they are, do you believe, Mr. Gallagher, that if the baronies were allowed to elect a majority of that board they could under the very unpromising conditions which you have described, make any considerable change in the state of affairs?—Well, I daresay they could in some ways, but that is a matter which would have to be gone into by a person more intimate with railway work than I am. There might be economies in certain departments, but, as far as I see among the officials, every one seems to be doing his best on that line.

28921. Here is a useful line, in a sense an indispensable line, a line which by extension could be made valuable; but we have the road bed worn out, no means of replacing the rolling stock, and the rails requiring renewal?—In the immediate future.

28922. Is not that a wretched state of affairs?—It is, sir. Of course it could be said that I, as County Surveyor, have certain powers. I inspect the line, and I point out these things, and if they are not done by the company I can enter on the line and do it at the expense of the company, but I do not see my way to do that, because it is really at the expense of the ratepayers.

28923. Does the existence of such a state of affairs on the threshold of the capital city of Ireland indicate some radical misconception on the part of those handling public affairs of the relation between the transit question and the public interest?—Decidedly there is something wrong.

28924. There is something very wrong. Do you say that this case and cases like this would be efficiently dealt with if the railways were operated as one system, and that lines of this class, provided that their existence was justified by the public interest, should be borne upon the budget of a general railway system and not by local ratepayers?—Yes; it points to that.

Examined by Colonel HUTCHESON POE.

28925. Might I just ask one question to clear up that point. I think that you said when you spoke of that particular provision as to the County Councils acquiring railways, that it applied to your line?—Yes.

28926. That provision does not apply to yours at all. That only applies to a case where there is a deficit in the working expenses in each of four successive half-years?—Yes.

28927. And there has been no deficit. The receipts on that line have always covered the expenses, and more than covered them. There is really a profit on this line of £700?—But then I may point out that in one half-year there is——

28928. Not of expenses?—There is; because out of the profits on the line there would have to be certain repairs, which are neglected in one half-year.

28929. *Chairman.*—Of course in all railways there is a lean and a fat half-year?—Oh, yes; and I have pointed out that by neglecting the work one year we are able to carry it out the next time.

28930. *Colonel Hutcheson Poë.*—But, when the balance-sheet shows a profit of £800, is it not very unreasonable to assume that there is a deficit?—You see, the County Council have to pay for the same line.

28931. They need to pay half?—But still there is a natural tendency amongst all people to have a run for their money at any rate.

28931A. I only wanted to make that point clear.

Mr. P. J. MANNION examined by the CHAIRMAN.

Mr. P. J. Mannion, Representative of the Castlebar Urban District Council.

28932. I think you appear on behalf of the Castlebar Urban Council?—I do.

28933. Have you been deputed by that Council to give evidence?—Yes. I may mention, sir, that there are a few points that I wish to have embodied in the abstract that I omitted.

28934. We will see directly what they are. First of all, I think you have got some remarks to make with reference to the rate for fruit from Liverpool to Castlebar?—Yes.

Comparison of the rates for fruit, Liverpool to Castlebar and Dublin to Castlebar.

28935. What do you say?—The through rate is 30*s.* a ton. The shipping company's charge is 8*s.* 5*d.* per ton, and the Midland Railway Company gets 21*s.* 7*d.*, their proportion. This 30*s.* rate applies to all fruit, such as apples, oranges, grapes, etc. Take the existing rates in the same class of goods from Dublin to Castlebar. Apples come under class 1, and are charged 24*s.* 11*d.*; oranges come under class 2, and cost 27*s.* 10*d.*; grapes class 3, and cost 35*s.* 7*d.* To this, for comparison, add 8*s.* 5*d.*

28936. *Chairman.*—Are you certain that the 30*s.* per ton from Liverpool applies to grapes?—Yes.

28937. Are you sure of that?—Yes; I have it here.

28938. All right; go on?—To this, for comparison, add 8*s.* 5*d.*, the rate from Liverpool to Dublin, and we have apples at 33*s.* 4*d.*, oranges at 36*s.* 3*d.*, and grapes at 44*s.*, as against 30*s.* from Liverpool. Mixed consignments from Dublin, being consigned under separate heads, very often brings each item within the operation of the scale rate, which adds something like twenty per cent. more to the already exorbitant figures; while, if the same goods are sent from Liverpool they are all carried at the same rate, which is much below the lowest in operation between Dublin and Castlebar; or, in other words, the Dublin merchant is handicapped by about 8*s.* per ton.

28939. Dublin does not produce these articles?—No, sir, but it has the effect of making Liverpool, not Dublin, the port.

28940. You think, if the rates were lower from Dublin, instead of Liverpool being the import place for all this foreign traffic, that it might come in directly to Dublin?—I do. That is my contention.

28941. *Mr. Sexton.*—Dublin is injured as a distributive point?—Is injured, and seriously so.

28942. *Chairman.*—I think you want to make some remark with reference to the small parcels scale. At present you are aware, I suppose, that the small parcels are considered as such if under three cwt.?—Yes.

28943. What have you got to say about that?—I say the proportion—the extra charge for smalls under three cwt. is entirely too high—about twenty-five per cent.

28944. You must give the reasons for thinking so. First of all, you would contend that the trade in this country—in Ireland—is of a retail character?—Very small.

28945. Very small, and therefore you think that the small parcels scale, being fixed at three cwt., is too high?—Yes, sir; I say the minimum ought to be one cwt.

28946. Instead of three cwt. it ought to be one cwt.?—Yes, one cwt.

28947. And that would be a great advantage to small traders?—Decidedly.

28948. With reference to the classification of goods generally in the Clearing House classification, what have you got to say about that?—It is very complicated. For instance, the owners' risk rate for confectionery and drysaltery——

28949. We are speaking of the classification, not the rates. They are two different things. I understand you to refer to the classification of goods?—Well, what I mean by that is—it is complicated. It is very difficult to understand. The case I refer to is confectionery and drysaltery—owners' risk rate—of 21*s.* 8*d.* per ton.

28950. One minute. I do not want you to confuse two different things. In your proof you refer to the classification of goods as being complicated and unsatisfactory. Never mind rates. Leave them alone for the present. You give as a reason that it is so complicated, that you cannot understand it—that it requires an expert railway official to understand what it means. Have you ever seen the railway classification?—I have.

28951. I should have thought it was simplicity itself?—There is one classification, of dry-saltery, that is very vague. If a consignment is sent as groceries the rate is very much higher than if consigned as confectionery or drysaltery, which comprises groceries.

28952. We should not consider that groceries come under the denomination of dry-salteries. At any rate, all these articles are set forth in the classification—all the articles comprised as groceries are separately mentioned—sugar, tea, coffee, and so forth—all separately mentioned in the classification?—That is one instance I have given.

28953. Now you mentioned the rate, what is the trouble about the rate?—The owner's risk rate for drysaltery and confectionery is 21*s.* 8*d.* per ton from Dublin to Castlebar. If drysaltery and confectionery are carried at company's risk the rate is 24*s.* 11*d.* for confectionery and 35*s.* 7*d.* for dry-saltery. It is puzzling to me, if they are both carried at the same rate at owner's risk, why they should not be also carried at the same rate at company's risk.

28954. That does seem strange to me. Can you give any instance?—Yes.

28955. Just give the figures. Take them separately?—This is a statement of rates I have had from the Midland Great Western Railway. Confectionery in boxes, cases, or casks, 24*s.* 11*d.*

28956. Whose risk?—Company's risk. Dry-salteries in casks, barrels, boxes, or hampers, 35*s.* 7*d.* Confectionery (common) in casks, 21*s.* 8*d.*; drysaltery, 21*s.* 8*d.* at owner's risk.

28957. Yes, but you see there is one condition of carriage?—Confectionery in boxes, cases, and casks, and confectionery in casks.

28958. It says "confectionery (common)." That seems to be the distinction. I do not know what it means. It says "confectionery (common)" in casks. 21*s.* 8*d.*, and dry-saltery, 21*s.* 8*d.*, both owner's risk?—And it continues, raising the same casks that are carried at owner's risk are charged the higher rate.

28959. The Midland Great Western Railway company will carry the confectionery at 24*s.* 11*d.* per ton, company's risk, dry-salteries in casks, bales, boxes, and hampers at 35*s.* 7*d.* per ton, whereas confectionery (common) in casks is 21*s.* 8*d.* and dry-salteries in casks is 21*s.* 8*d.* per ton, both the same, at owner's risk rate. What is the date of that?—19th April, 1907.

28960. Well, now, have you any complaints with reference to the way in which the railway traffic generally is dealt with in your district, independent of rates—the general working?—The conditions are very much improved to what they were a few years ago. Sometime in 1904 I remember we did not have our goods that would be railed on Tuesday till the Thursday morning following—two days.

28961. From Dublin?—From Dublin. I wrote to the manager of the Midland Company and also reported the matter in some local papers, with the result that after a year and a half we had the system changed, and now we have them every morning, and there is nothing to complain of.

28962. That is to say, in 1904 you complained, and in eighteen months' time there was a remedy, and at present it is satisfactory?—In that way it is satisfactory.

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Mr. P. J. Mannion, Representative of the Castlebar Urban District Council.

28963. With regard to the amalgamation of railways, or the purchase of railways by the State, are you in favour, generally, of that course being adopted?—Yes, sir. The Council of which I happen to be a member were unanimous in passing a resolution to that effect.

28964. Were they of opinion that the control should be an Irish authority?—They were, sir.

28965. In other words, State purchase with Irish popular control?—Quite so. I beg your pardon—not State purchase, but amalgamation, and management under popular control.

Resolution by the Council favouring amalgamation of the railways and control by an Irish authority.

28966. Who is to purchase—the Irish authority?—My contention is that if the shareholders who now run the Irish railways could be induced to leave their money invested in the amalgamated concern, I say that the Government, by way of securing their interests, should step in and guarantee the minimum dividend.

28967. What Government?—The British Government.

28968. That is what I say. You say the British Government should guarantee the existing share holders a certain rate of interest, as arranged, for each company. Is that what you mean?—Quite so.

28969. And then control to be in an authority established in Ireland—an Irish authority?—And vested in an Irish authority.

28970. You think that such an arrangement would enable considerable savings to be effected in the working of the railways, and that such savings should go to the benefit of the country?—Quite so, sir.

28971. In the reduction of rates?—Yes, and development of the districts.

28972. Developing undeveloped districts?—Yes.

28973. Strictly speaking, and briefly, those are the views of your Council?—They are, sir.

Examined by Mr. Sexton.

28974. You come here from the local authority of the county town of Mayo?—Yes.

28975. Do you object to the classification of goods into eight classes?—I do.

Proposed revision of the classification of goods.

28976. Do you say that there are goods in one class that ought to be in another?—I do, sir.

28977. And you think that the classification into eight classes ought to be revised?—I think three would be quite sufficient.

28978. Do you think the effect of the present classification is so to classify some goods as to make the rates too high?—Yes.

The system of granting preferential rates to imports condemned.

28979. What is the explanation of the fact that consignments of mixed goods in your trade from Liverpool can be taken as one consignment and brought under the tonnage rates whilst if the same goods are despatched from Dublin they are broken up into different lots and brought within the very high and oneruos scale rate?—It shows the preference given by the Irish railways to the exports in England.

28980. It shows that Dublin has not the slightest chance as against any English centre of becoming a distributing point for such import trade?—Yes. Of course, under the present circumstances, there is every inducement to traders to send their money to England.

28981. Dublin is extinguished as a distributing point?—We cannot buy in Dublin.

28982. Do you think that the extent to which Irish trade is carried on in small parcels shows how wrong it is to assume that an arrangement fit for a wealthy country like England, with a large trade, must necessarily be adopted for Ireland also?—It is very foolish to assume that.

Suggested exceptional treatment of Irish traffic in small parcels.

28983. Ireland requires a different arrangement in certain matters, and this is one of them?—Yes.

28984. What do you say, generally, is the effect of these low import rates from England, as contrasted with the high inland rates in Ireland; has it not contributed to suppress manufactures and industries in this country?—It has, sir, of course. We have to send our money into Liverpool instead of Dublin, which makes Liverpool the port for Irish trade.

Injurious effect of low import rates on the prosperity of Ireland.

28985. It pays wages to people outside this country instead of wages to people in it?—Yes.

28986. Has this promoted emigration?—Decidedly, it must have.

Oct. 15, 1907.

Mr. P. J. Mannion, Representative of the Castlebar Urban District Council.

28987. What is the cause of emigration—is it that the people have no means of living at home?—The people have no means of living.

28988. Can Ireland be anything but a dead-and-alive country as long as it is dependent upon the land alone?—It cannot; we must have industries to make it self-supporting.

The existing rates handicap Irish produce in the English markets.

28989. On the other hand, the low rates from the Continent into England on food products, contrasted with the comparatively high export rates from Ireland—have they hampered and hindered the development of Irish agriculture?—Of course they have. Pork from Castlebar to London, at through owner's risk rate, is charged £5 10*s.* a ton. We consider that entirely too high.

28990. Then, unless we are able to revise these rates, to lower them to suit the needs of Ireland, Ireland cannot develop her agricultural industry, and she must remain destitute of manufacturing industry?—Yes.

28991. The people have been reduced from eight millions to four millions in the course of the railway era, so there are only half as many people to carry, and half as many to feed and clothe, and the result must be a decline of railway profits?—With a declining population the railway companies must decrease their dividends, and their dividends must disappear altogether in the end.

A complete alteration in the present railway policy as regards rates necessary

28992. Would persistence, then, in this present railway policy mean a black future for the railways as well as for the country?—In the railway companies' interest alone it would be, to my mind, good policy to reduce the rates, particularly the passenger rates.

The control of the railways by a sympathetic Irish authority recommended.

28993. About the solution. An Irish grievance of such magnitude and depth requires an Irish authority to cure it?—Yes.

28994. You must have a sympathetic authority, knowing the country, and having the confidence of the people?—Certainly; it must be within, and act for the country.

The claim of Ireland in respect of over-taxation urged as a reason for English financial support in acquiring the Irish lines.

28995. As to finance, do you think that we are entitled to a set-off from England on the ground of over-taxation?—Undoubtedly we are, because of the findings of the Royal Commission appointed by the Liberal Government, in 1893, to inquire into the financial relations between the two countries. The lowest estimate made by any of the Commissioners was that this country was, and still continued, paying two and a quarter millions annually in overtaxation since 1853, or in other words, that England now owes this country something like one hundred and twenty millions.

28996. Then, if the question of restitution for the past were not pressed, do you think that the overtaxation still from year to year would entitle us to expect that England should take responsibility for some portion of the capital required to finance the railways?—Yes, certainly.

28997. Do you think that if the Treasury, apart from restitution or set-off, were to lend the money, there would be an indefeasible security in the railways and in the rates of the country?—Ample security.

The capacity of Ireland to finance a system of State-owned railways from purely Irish resources.

28998. And even if the Treasury would not lend, would you say that Ireland herself, through her County Councils or other authority would accept responsibility for the financing of the system?—They would, undoubtedly; they could go into the open market and borrow the money on the security of the rates.

28999. Considering how hard, and how far, Ireland has been driven by this system, do you think that if she offers Great Britain to accept the responsibility of ownership of the lines, she is making a claim to which there can be no just reply but assent?—She is, undoubtedly.

Examined by Mr. Acworth.

The possibility of greatly increasing the importance of Dublin as a distributing centre.

29000. You desire, and I quite understand, that Dublin should be the distributing centre rather than Liverpool?—I believe if we had the same transit facilities from Dublin as from Liverpool that the Dublin merchants would be in a position to import the goods for themselves.

29001. That is what I understand. I am not quarrelling in the least. You take the instances of fruit. Take oranges. They come in shiploads from one to two places. Barcelona and so on. Do you think Dublin could take shiploads? Is it a big enough market to deal with shiploads?—I think it is.

29002. Liverpool has got six or seven millions of people behind it in Lancashire?—Yes, I quite understand.

29003. Do not you think that Liverpool has got a natural advantage?—I believe the trade in Ireland is sufficient to warrant heavy consignments coming into Dublin, not as heavy as into Liverpool, but heavy enough for the Irish trade if the railway companies met them half way.

29004. Do you think the orange trade would take 2,000 ton steamers.

29004A. *Chairman.*—Oranges come in small vessels

29005. *Mr. Acworth.*—Do you think they could? I should like to know?—My contention is that if the railway companies gave facilities to the Irish traders, that Dublin would be, as a matter of course, able to import oranges direct and distribute them all over Ireland.

29006. You think they could afford to take a shipload?—It can afford to take a shipload.

29007. All right, on the question of smalls, have you ever thought of it from the railway company's point of view?—Whether a consignment is large or small it wants the same checking and all the different expenses connected with it?—I should think that it is as easy to manage the checking of 1 cwt. as of 3 cwt.

29008. But, supposing the 3 cwt. comes in one lot, there is one invoice, and, supposing it comes in three lots, there are three invoices?—Yes.

29009. That is all more trouble. I won't carry you in detail, but you will agree that the railway company has more expense in dealing with twenty separate hundred-weights than with one ton?—Yes, but the percentage is too high.

29010. You think that from your own point of view the percentage is too high?—Twenty-five per cent.

29011. Do you know that the railway companies, not in this case only, maintain that it is too low. Would you take it from me that there is no country in the world where there is so little difference between the rates for small consignments and the rates for big consignments as there is here?—I am not aware.

29012. I think it is true?—I know it is a grievance in this country.

29013. I quite follow?—Because you cannot compare Ireland with a prosperous country like England. Most of the traders are in a small way, and I am sure that about fifty per cent. of the money they leave out with the railway companies is for small consignments, and that is twenty-five per cent. extra.

29014. I quite follow your point of view. I only asked you to see there is another side. Another question. You spoke about classification and you have said it seems, in many ways, not very good. Do you know it is practically forced on the companies by Act of Parliament?—I believe that.

29015. When you spoke about drysaltery and confectionery it looked very unreasonable, and I looked and found that the Act of Parliament says confectionery in barrels is to be in Class 2, drysaltery in barrels is to be in Class 3, so that the Act of Parliament said it should be higher, or that confectionery should be charged lower?—What puzzles me is why they are the same at owner's risk.

29016. There the companies have departed from the Act of Parliament and make a concession.

Mr. Croker Barrington, Solicitor.—They made a concession, why, I do not know, but they have.

29016A. *Mr. Acworth.*—They made a concession by putting both in the lower class. When the company takes the risk the rate by Act of Parliament is higher for drysaltery in casks than for confectionery in casks?—There is a difference of 14*s.* per ton, which seems very high.

29017. *Mr. Sexton.*—The fact that there is something in an Act of Parliament does not close the matter, because we are inquiring into what ought to be.

29017A. *Mr. Acworth.*—That is why it looks peculiar.

29018. *Chairman.*—He says that at owner's risk they are the same rate, and at company's risk they are different. I think he is quite right in pointing it out.

29018A. *Mr. Acworth.*—When the railway company take their own risk they take a reasonable course, but in the other case they have to do what looks unreasonable, owing to the Act of Parliament?—The general course is to get the goods sent at company's risk.

29019. Is it in your trade?—Yes.

29020. You really use company's risk?—I do not use it; I use the owner's risk.

29021. A great many use company's risk?—The ordinary rate.

29022. Just one other point. We had here yesterday Mr. Mannion, the Chairman of your County Council of Galway, and he was speaking about one of the guaranteed lines, the Loughrea and Attymon, and he said it was natural that the ratepayers should object to the present position, and that in his opinion the party who pays the piper should call the tune—do you agree?—Yes.

29023. Everyone would. Is it reasonable to say that the Irish authority should manage the railways and the British Treasury should guarantee the money?—I should think that the British Treasury owes us the money.

29024. Then you would say give it outright?—No, but I think the very smallest concession we would expect would be to guarantee the minimum dividend paid for the last five or ten years, because in the matter of that kind it would be a case of heads they win and tails we lose.

29025. Putting out of the question this three millions, or two and three-quarter millions, that the Financial Relations Commission say was due, assuming all obligations were wiped out, and that we were on a fair basis, assuming we are agreed on that, would you then say it would be reasonable that the Irish authority should call the tune that the British Treasury should guarantee?—Yes.

29026. Under these conditions?—Under the circumstances, and that this country is tied to England, I really think that she ought to say that, seeing the population has diminished so much for the fifty years——

29027. That is rather asking a favour than justice?—My point is that it would not be even justice to ask them to guarantee the shareholders' interest in the way of dividend.

29028. You are speaking of what you think is due?—What I think is due.

29029. Supposing we had settled that, and wiped it out, and started fair, would you then think it reasonable that the United Kingdom should be asked to guarantee, and that the Irish authority should have the whole control?—I should think England is morally bound to see that this country does not go down and become bankrupt.

29030. Ought not England to have a voice in saying what reductions on the present rate should be made?—I would have no objection to her having a voice in the management. I would not think that they should have the sole control.

29031. You would agree that if England guarantees the money she should have a voice in the management?—I would, sir.

29032. *Mr. Sexton.*—You would prefer Ireland should take the responsibility and have the management?—I would.

Examined by Colonel HUTCHESON POË.

29033. With regard to the railway classification, you are aware that that was the result of a very prolonged inquiry by the Board of Trade, lasting over two or three years, and that the schedule which they drew up was confirmed by Act of Parliament in 1891 or 1892, that it was not adopted hap-hazard, but was the result of careful inquiry, and, though in some cases the rates seem high, are you aware that 75 per cent. of the traffic in this country—I believe in the United Kingdom—is carried at exceptional rates; rates, that is to say, which are considerably lower than the standard rates?—The standard rates.

29034. The standard rates are the classification rates, and 75 per cent. of all the traffic is carried below the classification rate?—I did not think the railway companies were so indulgent.

29035. With regard to the rates themselves, you are aware that several alternative methods of fixing rates have been suggested from time to time—a uniform rate per ton mile, and rates based on cost of service and soforth, and that every one of these have been, sooner or later, abandoned for the present system, which is rates fixed on the principle of "what the traffic can bear." Do you know that this system is adopted practically without exception, or perhaps with some slight modification, by all the railway companies in Europe, State-owned and otherwise?—I believe the system is the same.

29036. And that it is considered by those who are competent to give an opinion, that any other system, instead of decreasing the anomalies which at present exist, would really add to and result in greater anomalies than those of which you complain. I think you will find that that is the case. Then with regard to the guarantee, I gather that if the Treasury gave something in the nature of a subsidy, you consider that it should have a voice in the rates and charges that should be fixed on the unified system; not only a voice in the general administration, but also have some consultative voice as to any reductions which are desirable, and which would be made in the interests of the general community?—I consider that the rates should be made by Irish authorities, and that the railways in this country would not be expected to pay—that they should not be run as a paying concern—I mean to say a big dividend.

29037. I will put an extreme point. Supposing the Irish authority fixes a rate at such a low figure that it would be impossible to make any profit at all, it would be unreasonable that the State should, in those circumstances, guarantee the same rate of dividend as the shareholders are at present enjoying, when there would be no earthly probability of the railways being able to earn anything approaching it?—Of course I would be quite agreeable to have the Government have a voice in the scheduling to safeguard the Treasury.

29038. You could not leave the whole thing to the Irish authorities, if the State were to find the money; they should have some voice in fixing the rate?—Yes; but I have sufficient confidence in the Irish authority that they would not be so blind——

29039. Still, we are all human, and of course the natural desire is to make the rate as low as possible; you would not object?—No, sir.

Oct. 15, 1907.

Mr. P. J. Mannion, Representative of the Castlebar Urban District Council.

The existing Railway Classification of Goods the outcome of careful inquiry.

75 per cent. of the goods traffic of the United Kingdom carried at exceptional rates.

The justice of the Government having a voice in the fixing of rates if financially involved in a purchase scheme

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Mr. MICHAEL TIERNEY examined by the CHAIRMAN.

29040. I think you appear on behalf of Ennis Urban Council?—Yes.

29041. Are you the Vice-Chairman of the Council?—I am.

29042. Where is Ennis?—County Clare.

29043. Is that an important centre?—Yes, it is. It is the capital of the County Clare.

29044. You represent an agricultural district?—Yes, the county is agricultural.

29045. And the produce of the land, in one form or another, is it consumed or exported?—Most of it is exported.

29046. Sent away?—Yes, sent to England.

29047. How is it sent?—By rail.

29048. What company?—The most of it goes by the Great Southern, and a good deal of cattle go by the Midland.

29049. Cattle by the Midland and produce by the Great Southern?—I say the most goes by the Great Southern, but some cattle go by the Midland.

29050. That is cattle for the different parts of Ireland?—Yes, up to Meath and those places.

29051. Well now, are the people in your district, your Council, satisfied with the traffic arrangements?—No, they are not.

29052. Why?—For several reasons. The Urban Council passed resolution after resolution calling upon the authorities to improve the station at Ennis, and we have been met with a blank refusal. The accommodation at the southern side is fairly good.

29053. You are giving reasons why the people are dissatisfied with the railway arrangements?—Yes.

29053A. What is the first reason?—The first reason is that the storage accommodation is inadequate at Ennis itself.

29054. There is no goods warehouse?—There is a goods warehouse, but everything is jumbled together.

29055. It is not large enough for the trade?—It is not large enough for the trade.

Mr. Michael Tierney, Representative of the Ennis Urban District Council.

Complaint as to inadequate provision at Ennis station for dealing with traffic.

Oct. 15, 1907.

Mr. Michael Tierney, Representative of the Ennis Urban District Council.

29056. Of course you represented that to the railway companies?—I have got a copy of a resolution we sent to the railway company.

29057. What was the date?—The date is about twelve months ago.

29058. That was a resolution passed by the Council and sent to the railway company?—Yes.

29059. Have you got the answer?—They did not give an answer in writing, but met the deputation at Ennis Railway Station, and refused to do anything at all—refused to take the recommendation into consideration.

Refusal of the railway company to improve the accommodation at Ennis station.

29060. Did they give no reason?—They simply said that things were in the same way for years, and they did not see why they were not good enough now.

29061. That the property had been in existence, and they did not see any reason why alteration should be made?—Yes.

29062. You, on your part, gave reasons why there should be more accommodation?—Yes.

29063. Is the trade increasing?—No, it is not.

29064. Then that would rather point to the fact that the additional accommodation is not required—There is one cause of complaint, that they have two stores, and one of these stores is left altogether to one firm—to Messrs. Bannatyne—they use it as a place for distributing their flour. I do not know what arrangements they have, but the whole town has only the other store.

Complaint as to preferential treatment of one firm in the matter of storage accommodation at Ennis station.

29065. I suppose the present tenant of that store—does he live at Ennis?—He lives at Limerick. He is a miller in Limerick, and he sends his flour up there and distributes it round the county.

29066. Very well, that is about the accommodation at the station. Are there any other reasons given?—There is another reason, people are complaining. As you go into the goods store there is a very high bridge going into the present goods store. It is a very steep bridge. It is almost impossible to bring anything like a decent load out of the store on account of the high bridge.

29067. What is the bridge over?—It is over the railway. That is between the goods store and Ennis.

29068. It is a road bridge, and it is difficult to take vehicles over it?—It is difficult to bring a big load over it.

29069. The load is limited for the horse?—Yes.

29070. How do you suggest that that could be remedied?—We wanted them to use the platform on the other side that is in the hands of Messrs. Bannatyne and utilise that for the public, and they could avoid the bridge and could transfer Messrs. Bannatyne to the other side.

29071. In other words, if this warehouse or store, which is let, were used for the general public, you could get the traffic without going over the bridge?—Exactly.

29072. Have you represented that to the railway company?—We did.

29073. What did they say?—They said that bridge was there for years and they did not see——

29074. The same answer?—I may point out that at the time this store was built that bridge was not there at all, because the railway did not extend beyond Ennis.

Complaint as to treatment of cattle at Ennis station.

29075. Have you any complaints with reference to the railway cattle traffic?—There have been complaints at the Midland side; they have only two open pens, and it is almost impossible to load them at the Midland side, and I have heard people frequently complain that they cannot get wagons from the railway at Ennis to send on the cattle by the Midland because they want them to go by the Southern.

29076. I believe there is some agitation going on just now in connection with it?—There was to be a public meeting last January, but on account of this Commission the thing fell through.

29077. Is it in contemplation to have a public meeting in connection with this railway matter?—It is not, pending the result of this Commission.

29078. Your principal grievance appears to be that this store is let to a Limerick man?—That is one grievance.

Mr. Croker Barrington, Solicitor.—The old Locomotive Shed, which never was a store, was let to Messrs. Bannatyne, of Limerick.

29078A. *Chairman.*—It seems to be a grievance.

Mr. Croker Barrington, Solicitor.—It relieved the store and took a great deal of goods out of the goods store. The company have spent very large sums on this station, principally on cattle accommodation, and I think you would agree if you were asked to look at the place. We think it a very good station for the traffic. If any member of the Commission is in the direction we would like him to see the station.

29079. *Chairman.*—You heard what Mr. Barrington said?—I represent the town and the people, and they do not agree with what he says.

29080. Do you agree that the cattle accommodation has been improved?—Yes, it has.

29081. That was what Mr. Barrington said. He said they spent money on the improvement of the cattle accommodation?—We have not made any complaints of the cattle accommodation on that side.

29082. Very well. Any question about rates. I suppose you have not made that a study?—I have only been told that the people can send goods or cattle traffic from Gort down past Ennis and from Limerick cheaper than the Ennis people can, and on the other hand I have been told that people can bring cattle by Limerick to Broadstone cheaper than the people of Ennis can.

29083. You have no facts or figures within your own knowledge?—Not within my own personal knowledge, it is quite admitted.

29084. According to what you say, and the opinion of your Council, you do not think the railways are doing all that they can to foster the interests of the town?—No, I do not think so.

29085. And that you think a good deal more might be done?—A good deal more might be done.

29086. Is that opinion with reference to the Great Southern or the Midland?—It will be with reference to both. Of course you cannot expect much from the Midland, because they have only running powers there.

29087. And they use the Great Southern Station?—Yes.

29088. Your complaint is against the owning Company, the Great Southern?—Yes.

29089. What about the West Clare Railway, have you any connection with it?—Yes, the West Clare comes into Ennis, too.

29090. What have you got to say about that railway—it is one of the guaranteed lines where the ratepayers guarantee part of the interest?—As regards the West Clare Railway, I should say it is simply a case of taxation without representation. The ratepayers have to contribute a very large sum annually to cover the guaranteed dividend and deficit in the working expenses, and have practically nothing to do as regards the management of line, which is left, to all intents and purposes, in the hands of some gentlemen in Dublin who review operations at the Golf Links Hotel a couple of times in the year, and never see the line except on these occasions. They are useless as far as working the line is concerned, except to draw their fees. The Chairman, I believe, is an octogenarian. I have no doubt if this line was in the hands of an ordinary company of shareholders it would become a paying concern, and the ratepayers would be relieved of a burden which they have been labouring under for years.

29091. You think the directors should be selected from those who guarantee the interest and the capital?—Certainly.

29092. From the ratepayers?—Yes.

29093. Do you know what is the amount in the pound they pay?—I do not know what they pay, I did not go into the figures because I believe you have had evidence.

29094. You agree with the evidence that has been given?—I do.

29095. We have had considerable evidence?—Further on you will find I am referring to the tourist traffic in the West Clare district. Clare would be a very good tourist county if it were properly developed, and I am sure a lot of money would be brought into the county, but on account of the railway people do not care to come to the West because it takes too long from Ennis to Kilkee, nearly four hours, three and a half to four hours, a distance of forty-eight miles, and the people that travel long distances do not care to go by the West Clare Railway on that account. The West Clare, as I point out, was very badly constructed at the beginning. At the time it was put down they cut down forest trees, and they cut them up without any preparation at all and used them for sleepers.

29096. *Lord Pirrie.*—Used what?—The tops of the trees.

29097. *Chairman.*—Perhaps that is the reason that they cannot run quick?—I think so, because the railway is in a bad way. I walked over several parts of the line myself.

29098. You think, in the hands of capable management and directors, interested in the guarantee, that a considerable improvement might be made in the working of the railway?—It would certainly, if they got the line given over in good form at the beginning.

29099. They would have to do that, I suppose?—What I was saying about the permanent way is that it is bad from the beginning. I walked over it lately, several parts of it, and the sleepers are slushing as the train goes by, the slush gushes out from under the sleepers. The sleepers are loose under the line.

29100. I suppose that is only in the wet weather?—It is very badly drained.

29101. *Mr. Sexton.*—They sank under your feet?—Yes.

29102. *Lord Pirrie.*—Is it on a bog?—It is not on bog; it is badly laid. There is another thing, at the time the railway was taken over the contractor was supposed to give the place over free, and instead of that he got the Waterford and Limerick Company at that time to lease a portion of the Waterford and Limerick line to the West Clare, to rent instead of buying out the place and giving it over to the Grand Jury free, and then again he managed to come to an arrangement with the Waterford and Limerick Company on behalf of the West Clare, that they should pay £300 or £400 a year for the station in Ennis instead of building a station.

29103. I suppose that was done to save capital outlay?—I do not think so; I have been told that the Grand Jury were hoodwinked in the thing, and that they thought they would get the whole thing free; that is the impression.

29104. *Mr. Sexton.*—They thought they would get the station as part of the line?—Yes.

29105. *Chairman.*—If they had built a station they would have had to pay for it?—I do not know how he got out of the contract.

29106. You mean that he was under an agreement to build a station, and instead of building it he made an arrangement to rent?—That was it.

29107. And that is a perpetual charge upon the West Clare?—Yes.

29107A. *Lord Pirrie.*—The rent instead of a new station.

29108. *Chairman.*—The rent is an excess of the interest on the outlay?—I take it in this way, that there should be no rent at all on the station. I take it that the contract covered the station and all.

29109. Was it a lump sum contract?—Yes.

29110. I do not know whether this is in your own knowledge or gossip?—It is common knowledge down our way.

29111. How many years is that ago?—Since the West Clare was built, I suppose seventeen or eighteen years, probably more. There is another thing I have been directed to bring under your notice with reference to officers on the line. There is an officer, the Engineer-in-Chief of the West and South Clare Railways, Mr. Barrington, of Limerick, and the County Council have complained about the way the company have been paying away their money unjustly to Mr. Barrington.

29112. *Mr. Croker Barrington, Solicitor.*—You do not mean me, sir?—No; the engineer-in-chief of the line. There is a report of the auditor. The County Council have an auditor of their own, and they sent him up to the Clare railways, and he audited the accounts, and if you like, I have his report, and I will put it in.

29113. *Chairman.*—It is a letter, and the auditor found that in addition to the salary of Mr. Barrington, for which he is to give his whole service, he had made a charge of about £100 for some extra work, and that the Directors had paid about £70 of it, also that the balance was unpaid, and your contention is that his salary included that work, and the money should not be paid at all, and that if the Directors of that company had been the representatives of the ratepayers that money would never have been paid?—That is so

29114. Does not that put it shortly?—Exactly, it was paid behind the back of the representative of the ratepayers.

29115. *Mr. Croker Barrington, Solicitor.*—Might I ask you—I think it is a mistake; he said there was no representative of the ratepayers, although there are an equal number of directors appointed by the ratepayers?—There is not, they are in a minority of one.

29116. Then, there are representatives?—At the time this money was paid there was no representative present.

29117. On the South Clare they are equal?—They are not; there is one more.

I am informed that in the one case they are five and four.

Chairman.—We had evidence that there was a minority of one.

Colonel Hutcheson Poë.—Mr. Balfour Browne said there were four for the shareholders and four for the ratepayers.

Mr. Croker Barrington, Solicitor.—They are two companies—in the one they are equal, and in the other there is a majority of one.

29118. *Mr. Sexton.*—Has the Chairman a casting vote—he is a shareholders' director?—Yes.

29119. *Mr. Croker Barrington, Solicitor.*—He said there was no representation?—I said there was no representative present when it was passed.

Examined by Lord PIRRIE.

29120. You give evidence on behalf of your district. Do you mean really to say that the Grand Jury passed the account of this railway, although the contractor, who had undertaken to build a station and different other works, failed to complete the contract and did not reduce the amount, and that he was able, therefore, to saddle the county with a charge of rent for the use of the station?—That is my belief.

29121. The Grand Jury, in old days, when responsible for the fiscal work of the county, had to get the going judge of assize to approve of the presentment. You do not mean to say that, in such a celebrated county as yours, it is believed that the Grand Jury, backed up by one of the judges of assize, would authorise such a payment?—I do not believe that the judge of assize backed them at all. Everyone down our way believes it.

29122. I hardly think that in any country in the world, and certainly not in such a place as Ireland, where we are all so very watchful of each other, that such a thing could take place—that a whole station would be omitted from the contract, and yet no reduction be made in the amount payable under the contract. The Grand Jury, before they passed any presentments, whether a pound or fifty thousand pounds, had to get it passed by a judge. I only want that on the minutes?—We believe that the contractor should have taken up and handed over the line free, and that that was part of his contract.

29123. Have you no evidence to show that his contract was reduced by the amount of the cost of the station?—I have not.

29124. You do not think any judge sitting on the Bench would make such a presentment?—I would not say he would, if he knew it.

29124A. *Chairman.*—He would not knowingly.

Mr. Croker Barrington, Solicitor.—Might I say—the contractor is not present—but I am informed the case is that he never entered into a contract to build a station. He was to lay a third rail into the old Waterford and Limerick station, and there was some objection by the Board of Trade.

29125. *Lord Pirrie.*—I am sure there is some explanation. I only want it on the minutes, that in addition to passing the Grand Jury the presentment had to be approved by the judge. I mention that for the benefit of the Chairman, because it is different in England.

29125A. *Mr. Croker Barrington, Solicitor.*—It is only fair to say for the contractor that that is what I am informed?—There is another thing too. There is a bridge on an important thoroughfare, the road to the Cemetery, and that road was reduced several feet.

29126. *Lord Pirrie.*—In height?—The road was lowered several feet, so that they need not raise the railway, and the place is always flooded still.

Oct. 15, 1907.

Mr. Michael Tierney, Representative of the Ennis Urban District Council.

Complaint as to the proportion of the baronial to the ordinary directors on the Boards of the West and South Clare Railways.

The failure of the contractor to complete his contract as regards the works at Ennis terminus of the West Clare Railway.

Alleged omission to construct a separate station at Ennis for the Clare Railway.

Complaint as to the lowering of one of the public roads at Ennis in connection with the railway construction.

Oct. 15, 1907.

Mr. Michael Tierney, Representative of the Ennis Urban District Council.

29127. *Chairman.*—That is the county authorities?—I daresay. It was the Grand Jury.

Examined by Colonel Hutcheson Poë.

Comparison between the receipts and the working expenses of the combined South and West Clare system in 1895 and 1905.

29128. I do not propose to ask many questions about the rates you have to pay, because evidence on that has been given by Father Glynn, and other witnesses. I was not present at the time, but I read the evidence, and I want to point out that for the West Clare Railway the ratepayers of the barony pay £900 a year more than the maximum, owing to the deficit of working expenses, and that for the South Clare they pay £1,100 a year to meet working expenses. In connection with that matter—I do not think it was brought out at the examination—I want to make a comparison between the receipts and the working expenses of the combined South and West Clare system in 1895 and 1905. I find that the receipts of the entire system was £17,200 in 1895, and the receipts for 1905 were £20,250. That is to say, an increase in receipts of £3,000 a year. Against that the working expenses in 1895 of the combined system were £15,500, and the working expenses in 1905, were £21,500. In other words, while the receipts had gone up by £3,000, the working expenses were increased by nearly £6,000. Those are startling figures?—I see by the report of the auditor that the new rolling stock cost £1,644, and there was a relaying of the line at Ennistymon at a cost of £1,020.

Large increase in working expenses.

Items of capital expenditure charged to revenue.

29129. We had it that there was a large expenditure out of revenue?—That was nearly £3,000.

29130. It shows that while the traffic receipts were up £3,000, the expenditure had increased at double the rate?—That was on account of the permanent way.

29131. I think it is generally allowed that in an ordinary managed railway the working expenses of the line do not increase in the same ratio as any increase of traffic, but, roughly, it increases in the proportion of two to five?—In this case it was the permanent way.

29132. If that policy were followed, where you had an increase of £3,000 a year, the expenses ought only to have gone up £1,200, and instead of the expenses being at the rate of £21,500, they would only be £16,000. In other words, the ratepayers, if there was a normal increase of expenditure in proportion to the increase of revenue, would be saved something like £4,000 a year, which manifestly seems a very great hardship that they should have to pay?—That is accounted for by the new rolling stock and permanent way.

Results indicate radically unsound administration of Clare lines.

29133. I am only saying that these figures show, I think, that there is something radically unsound in the way that railway is administered?—The ratepayers are not treated fairly; both their half-years are different, and the Treasury interest——

29134. *Chairman.*—We had all that fully before.

The inquiry held by the Board of Works in 1898 into the working of the West and South Clare Railways.

29135. I think in the year 1898 there was an inquiry by the Board of Works into the management of the railway?—I do not know.

29135A. There was. The Board of Works under the Act of 1896 held an inquiry as to the railway, and at that time they did not consider that the necessities of the case warranted any steps being taken. At the present time I think there is a petition before the Lord Lieutenant on behalf of the County Council to transfer the line to them That is so?—I think it has fallen through.

Recent petition to Lord Lieutenant from County Council to transfer the Clare Railways to them.

29136. I think it is simply in abeyance.

29136A. *Mr. Sexton.*—The law officers have decided that the section does not apply.

Matter in abeyance pending report of Commission.

29137. *Colonel Hutcheson Poë.*—That is, as regards power to hold an inquiry; but, I think, probably—perhaps the secretary will correct me if I am wrong—that the matter is simply in abeyance pending the result of this Commission.

Mr. Shanahan.—The question of law is different, of course, from the question of policy, but, as a matter of fact, I think the law officers have advised that section 7 of the Railways (Ireland) Act, 1896, does not apply to guaranteed lines where there has been no direct Treasury contribution by way of grant. There was no grant in this case, but there are some guaranteed lines where there were grants in addition to the guarantee.

29137A. *Colonel Hutcheson Poë.*—We need not go into that. Have you anything to say—there was some evidence given by Father Glynn as to the contribution of £50,000 offered by Mr. Gerald Balfour for a railway in Clare?—No.

29138. It is not worth while asking about it, but I did not know whether you could throw any further light on the subject. It was not clearly explained how it fell through?—I do not know how it fell through. The grand jury at the time would not take it. They would not guarantee any further. They said they had enough of guarantees.

Examined by Mr. Acworth.

29139. Just a question, Mr. Tierney. As I understand, your view and the view of your neighbours is that through the fault of the people then in charge the contractor was not made to carry out his obligation?—That is what I believe.

29140. About eighteen years ago?—Yes.

29141. We cannot go back on that anyway?—No.

29142. We cannot sue the contractor now, and must just let bygones be bygones?—Very well.

29143. You do not want a second station in Ennis, do you?—We do not want to pay for it.

29144-5. Unfortunately you have paid and cannot go back?—No.

29146. It would be a great nuisance if he had put up a separate station?—I do not think so.

29147. Do you want to have a station separate from the main station?—I wanted a station to have a ticket check instead of having £400 or £500 to pay to the other company.

29148. Leaving out the money fact, it is better to have one station than two, is it not?—I quite agree, you do not want to pay for what you do not get.

29149. *Chairman.*—I think the whole complaint is paying for what they do not get?—Yes.

29150. *Mr. Acworth.* One station is more convenient?—It is quite enough.

29151. I thought you would agree with me. Now, the line that was badly laid and badly equipped is being better laid and equipped?—Part of it.

29152. They are going on improving matters?—Gradually.

29153. They have not got any capital that they can apply to that, have they?—No.

29154. It has got to be done out of revenue?—It has.

29155. When that comes to an end, when the line is once put into decent condition there will be considerable saving?—I do not know. I suppose they will have to begin it again, because it is only being done in small bits.

29156. You do not, I gather, think that it is anything but right to put the line into decent order. It has to be done?—They have to do it except they want to kill the people.

29157. And the only way is out of the gross receipts, however hard it is on the people of Clare?—It is very hard.

Examined by Mr. Sexton.

29158. I should like to ask you about a passage in your abstract which has not been mentioned, the rate for rabbits as compared with that for snipe; they are both products of your district?—Yes.

29159. You say that the rate is the same for a rabbit as for a dozen snipe?—Yes.

29160. A rabbit is worth 9*d.* and a dozen snipe worth 9*s.*?—Yes.

29161. The sender makes more profit out of one snipe than he does out of a rabbit?—Yes.

29162. Yet the sending of the rabbit costs as much as a dozen snipe?—Yes.

29162A. That seems to require consideration.

29163. *Colonel Hutcheson Poë.*—You don't send snipe away in truck loads?—No, snipe and rabbits go by passenger train.

29164. *Mr. Sexton.*—It is more than twelve times as much as for a rabbit, because a snipe is much more profitable?—Yes.

29165. There was an undertaking given to you in consideration of your support to the Amalgamation Bill that Ennis would be grouped with Limerick?—Yes.

29166. Was that in writing?—Yes; I have a copy of the guarantee here.

29167. You say there was a written agreement between the promoters of the Amalgamation Bill and the County Council and the other public bodies that Ennis should be grouped with Limerick?—Yes.

29168. That has not been kept?—It has not been kept.

29169. Has that entailed a serious disadvantage on you?—Yes.

29170. If that agreement had been kept, how far would the grievances of which you complain have been removed?—If the Great Southern had grouped Ennis with Limerick, as they had agreed to do by a contract, signed by five of the directors, the grievances would entirely disappear.

29171. Would that affect the grievances that you have with regard to Gort?—I think it would. I think we would be in much the same position as Gort.

29172. You allege that people in Limerick who want to send goods to Gort can do so more cheaply than you?—Yes.

29173. If you were grouped would that disappear? Yes, I think so, because we would be in the same position.

29174. Gort is more favourably situated than you are?—That is so. The party in the County Council saw that they wanted to split the Waterford and Limerick Line at Ennis; they thought that they had a good chance of having it, and the Great Southern came and made this guarantee, that they would take in the West Clare trade, and group Ennis with Limerick, and the County Council withdrew their opposition to the amalgamation of the whole line. But since that was done, whatever way the County Council did their business, it seems that the directors of the Great Southern Railway were able to welsh them out of the bargain, and as soon as they got the Amalgamation Bill passed they absolutely refused to carry out any guarantee.

29175. Does this failure to carry out the agreement exercise a fatal influence on your town as a commercial and distributing centre?—It does; the people have no confidence in the railway at all.

29176. This West Clare Railway is a burden of £8,000 a year?—It is.

29177. Is it a painful burden to bear?—It is very hard. The poorer the district the more they have to pay.

29178. In a county of poor occupiers?—It goes on baronies, and the poorer the district the heavier it is.

29179. By way of explanation you say the line was in such a way, and the rolling stock was of such quality that the line has now to be relaid from time to time, the rolling stock renewed, and the cost provided out of revenue?—Exactly.

29180. That is, you say, capital expenditure out of revenue?—Yes.

29181. And the result has been this heavy loss?—Yes.

29182. Whether the line is managed by the casting-vote of the Chairman or otherwise, the shareholders' directors have a majority?—They have.

29183. They vote together?—They do.

29184. I understand that practically all the business is done by the shareholders' directors?—Yes, there are tri-weekly meetings, and there are no baronial directors present.

29185. Even if they were present they would have no power?—They have no power.

29186. Then it amounts to this that the people who have no pecuniary interest in the line have the control, and that those who have to provide the money have no control?—Yes.

29187. You say that should be revised, and that those who pay the piper should call the tune—that those who pay the money should control the line?—Yes.

29188. You want the line relaid and made on the broad gauge?—Yes. There is no hope of any development of the tourist traffic in the West until that is done.

29189. Even if you had a board composing baronial directors, would the locality bear the cost of it?—No.

29190. Do you see any good prospect unless lines like this are dealt with as part of a general Irish system under an Irish authority?—There is absolutely no other way of doing it.

29191. *Mr. Acworth.*—You have there the undertaking of the Great Southern and Western Railway at the time of the amalgamation?—I have.

29192. Does not it begin with the words: "In the event of the Great Southern taking over the West Clare Railway"?—I don't think so. "In the event of the amalgamation——"

29193. With the West Clare Railway?—In the event of amalgamation, the Great Southern and Western Railway are prepared to acquire this line on obtaining the consent of the South and West Clare Companies and the approval of Parliament——

29194. And then, after that. They have not got the West Clare Railway, and therefore are not bound by the bargain?—They have absolutely made no attempt.

29194A. Then where is the bargain?—The latter part is no use apart from the first part.

29195. *Colonel Hutcheson Poë.*—As a matter of fact they approached them in 1900.

Mr. Croker Barrington, Solicitor.—While negotiations were pending legal proceedings were taken.

29195A. *Chairman.*—Do you know if the baronial directors are summoned to the weekly meetings?

Mr. Croker Barrington, Solicitor.—They are summoned to the quarterly meetings.

Oct. 15, 1907.

Mr. Michael Tierney, Representative of the Ennis Urban District Council.

The constitution of the Board of the Clare lines deprives the ratepayers of any voice in the management of the railways.

The relaying and conversion to broad gauge of the lines recommended.

The Irish railways should be worked as one system under an Irish authority.

The bargain entered into with the County Council as regards the taking over of the West and South Clare Railways not fulfilled by the Great Southern and Western Company.

Mr. JAMES O'DEMPSEY examined by the CHAIRMAN.

29196. Mr. O'Dempsey, you live in Belfast?—I do.

29196A. Am I right in assuming that you are a member of the Corporation of Belfast?—No, but I have been. I have been alderman and councillor.

29197. You were Councillor first and then Alderman?—No, the other way about.

29198. You are President of the Belfast and Ulster Vintners' Association?—That is so.

29199. Is it in that capacity you come here as a representative man?—Not exactly. I have been a long time in business, and I live adjoining the Midland Railway, and I have over two acres of land leased there. I have taken an interest in public affairs, and I am conversant with some matters which I will deal with later on.

29200. You are acquainted with the Northern Counties Railway?—Yes.

29201. You are of opinion that in its inception there were mistakes made?—They made the railway in the direction of Carrickfergus. It was a roundabout way for passengers to Ballymoney, Ballymena, Coleraine, or Derry or Portrush. I think it was a round of about seven miles.

29202. That round about way of about seven miles makes it necessary for passengers to pay an additional fare?—They have done that since 1845, when the line was made.

29203. Has an effort been made to get the Northern Counties to alter that in any way?—There was a projected railway from the Great Northern that would have cut in on the Northern Counties Railway, and to avoid the competition the Northern Counties Railway promoted a Bill in Parliament, and it was passed into law in the year 1878. It is the 41 & 42 Victoria. It was to make a loop-line, and the loop line was to be one mile five furlongs six chains, commencing at a junction with the railway of the Company at Jordanstown, and terminating at a point seven chains eastward of the ninth mile post of the railway at Kiellyhone, east of the railway passage at Ballymena.

29204. That would have shortened the distance?—Yes, and it was to be completed in five years, and in 1881 they got an Act extending it over three years more, and in 1882 they got a section to abandon the whole thing.

29205. And there it is?—Yes.

29206. You have to go a round about way until something is done?—Yes. In my early experience, I was connected with portion of the railway myself. I served my time in connection with the railway when Mr. Dargan had it, between '55 and '60—from Ballymena to Portrush—the mileage to Ballymena from Belfast was then thirty-three miles. I understand it is now thirty-four, and they are practically a mile out of town, where the station is, that is thirty-five miles to Ballymena, and only twenty-seven miles by road. I think it is a hardship to make passengers pay for this. The third class would be a penny a mile out, and a halfpenny back, or may be more.

29207. About a halfpenny?—And I think it is unfair to have it continued for ever. It suited some people who promoted the line to make it along the beach in the direction of Carrickfergus.

29208. Do you know anything about the goods rates?—Well, I look on the information given to the public as totally deficient.

Mr. James O'Dempsey, President of the Belfast and Ulster Vintners' Association.

Statutory powers obtained in 1878 for a loop line to shorten the route subsequently abandoned.

Extra fares charged to passengers between Belfast and Ballymena resulting from the circuitous route.

Complaint as to deficient information as to goods rates generally given to the public.

Oct. 15, 1907.

Mr. James O'Dempsey, President of the Belfast and Ulster Vintners' Association.

29209. What do you mean?—We don't understand the rates; they don't publish them.

29210. If they did do, you think you would understand them?—Well, I don't know; but I think I would. I would try. I was in the business myself.

29211. Oh, yes; you are an old railway man?—Yes, and I have been in business for about forty-seven years, so that I know a good deal.

The publication of goods rates recommended.

29212. Your idea is that the goods rates, like the passenger rates, should be published?——Decidedly. The information was concealed from me until I found it out by accident, that when I delivered goods on railway trucks, I was charged for the collection of them as well.

29213. In the rate?—Yes.

Complaint as to cartage charges imposed, although no service given.

29214. But you could claim a draw-back for cartage?—I didn't know, and when I did find it out, Mr. Cotton, the manager, would not give me satisfaction. I wrote to Mr. Clarke, the Chairman of the Railway, and I got information that a shilling a ton would be allowed to me, but he never paid me, although the Chairman of the Railway Company directed Mr. Cotton to go into the matter, and allow me a shilling a ton, I never got a penny, and the difficulty is that you can't undertake a prosecution against them. It's a serious matter to prosecute.

29215. A matter like that could have been settled in the County Court?—But it's no joke to go to the County Court against railway companies.

29216. You didn't get it?—No.

29217. And you didn't know you were entitled to it until you found it out by some means. If these were published, you say you could see them?—Yes; I could understand them if they were published. The public don't know it.

29218. They have them at the station?—So it appears.

29219. But you have never been to look?—No, and I don't know where I would get them. If they were even sold it would be an advantage to the public.

29220. On the Continent they do sell goods rates as well as passenger books. Well, now, what about the passenger fares on the Midland Railway—that is, the old Northern Counties?—Yes.

29221. Well, what do you say about the fares?—I don't know much about them. They charge, I think, a penny a mile and run a good many excursion trains, and that sort of thing.

Suggestion as to defining the boundaries of railways.

29222. What do you mean by saying that the boundaries of the railway should be defined; every company does define them?—They have been extending them. With regard to that I have an Ordnance sheet. They have added thirty feet wide to the railway in my place. You will see my place on that Ordnance Sheet (*Witness produces Ordnance Sheet*).

29223. *Lord Pirrie.*—You say about thirty feet off yours?—There is part off mine at present (*Witness proceeds to point out on Sheet.*) That is the railway; that belongs to the Corporation and the public—that land over there; that is mine, and I occupy half an acre more; this is the slob belonging to the Corporation here; they have taken in about thirty feet down to boundary.

29224. *Lord Pirrie.*—What do you mean by municipal boundary?—They put up pegs and took it in.

29225. *Chairman.*—That was the land of the Corporation?—Yes; after I made a contention the Corporation got back £8 5*s.* 3*d.*

29226. *Lord Pirrie.*—I suppose it was when you were in the Corporation you made that?—Yes, I could show you the debate. Perhaps you were in the chair at the time.

29227. *Chairman.*—Do you mean Lord Pirrie?—Yes, I had the honour of sitting under his lordship there.

29228. Have you come here by invitation of Lord Pirrie?—Not at all; I don't think he knew I was coming till he saw me here.

29229. *Lord Pirrie.*—I did not know you were coming.

29230. *Chairman.*—What you were mentioning is a matter between you and the railway?—No, that case is over; but I have an Act of Parliament which defines that they are not to extend beyond the toe of their embankment. There ought to be some authority to keep them within their legitimate bounds.

29232. There is the borough surveyor?—Oh, we have a town clerk who could tell you more about it. I could show you an act of Parliament where the toe of the embankment is their boundary, and they have no Act of Parliament to extend beyond that. On my side there was a quick-set hedge, and it is understood as the boundary of the railway—and there would be a drain; I think it is about six feet is allowed. The railway company on my lands came in and put up posts and fences and prevented me from even looking over at the six-foot drain; and there is a watercourse there, and at flood time precautions should be taken. They took away my paling that was bounding it, and when I complained they came and thew it back into my field. I think that is contemptible sort of treatment.

29233. *Lord Pirrie.*—They gave it back?—They threw it into the field in a heap. It was formerly the Northern Counties Railway; that was about a year or two ago.

29234. *Chairman.*—Well, now to come to a more serious matter I am sure you have considered the railway problem in this country; are you of opinion that the railways should be under one control?—Before that, there is a matter there, if you please, in my statement that I should like to refer to; that is the carriage of corpses.

29235. I saw it, but it is such a deadly subject I passed it over?—If you knew the difficulty some people have had about this expenditure—I have a personal interest in this matter myself.

29236. You are very much alive?—Yes; but if you have your relatives to bury. At one time there was a contention between some ecclesiastics of my Church and the Corporation about a burial ground, and he had to remove coffins to Ballymoney, a distance of fifty-four miles. That was 54*s.* I think that's a scandalous charge.

29237. I think it cheap; you have to have a separate truck for it?—Certainly not; they were put into the ordinary guards' van.

29238. *Lord Pirrie.*—With the cattle and pigs?—Oh, no; it was only the weight of the article. In other cases where children are concerned you might take them into your own carriage. They charge half-price for a child—sixpence a mile. It is hard in the case of people who come into town from the country. I knew a gentleman this year who had to be taken beyond Derry. He had no relations in town, and they didn't wish to open up a new grave for him. This is a serious matter and some people suffer by it. There ought to be a proper charge for these. Take the railway line I have been speaking of, where there is seven or eight miles of a roundabout—there is 7*s.* or 8*s.* gone.

29239. *Chairman.*—I think the shilling charge is universal?—Well, it is a totally unjust and scandalous charge for a corpse. The highest weight would not be more than about two cwt. It is a question of weight. The relatives have to carry them in and carry them out.

29240. Now, come on to another question. Are you of opinion that the railways in Ireland should be under one control?—I am, decidedly.

29241. And that control should be a National control?—Decidedly.

29242. Do you agree it has been the condition of things in Ireland that these English companies have come in and absorbed Irish railways?—I would not allow them to have any control over Irish railways. I would regulate the question of through rates, but I would not give them control. We have a very large amount of works at the York-road, near the station of the Northern Counties. We are building on them, and were building before it was taken over by the Midland, and there was great apprehension that the bulk of the making of carriages and wagons would be transferred to Derby, where they have main works. It may arise any day.

29243. It has not arisen yet?—It hasn't come off yet; it may come off any day.

29244. You would prefer that the English railway companies should have nothing to do with the Irish railways, and that the Irish railways should be under one control, and that an Irish control?—Yes.

29245. *Mr. Sexton.*—You were going to add something else?—I was going to say you are also concerned with the canals, and we have a canal called the Lagan Navigation, and they call it also the Ulster Canal, and the management of it is as foreign to land as if it was carried on in London. We know nothing about it. I have studied the matter, and at one period during the Irish Parliament there was a tax levied in the neighbourhood to make it. There

was a tax on whiskey. They carried on a levy on the rates to make that canal, and the public have no knowledge or information about it. The place where the first lock on the Lagan Navigation Canal is at a place called—I think your lordship knows the place—it is called Molly Ward's. It is nearly three miles from the Exchange—from Belfast. Here is a map that will show it. We have the river extending up to it. (*Witness produced a map*). In summer time, only for the mud, you could walk across it for all the water that's running down it. so that that portion of the river is not navigable unless at high tide. You will see the absurd zig-zag construction, and the great width, and its mud banks until you go up three miles before you can get a boat to enter the Lagan Navigation Canal.

29246. *Chairman.*—This is rather beyond our inquiry. A Canal Commission has been inquiring into this?—Very well, but what I want to say is that there ought to be locks at the Queen's Bridge.

29246A. *Lord Pirrie.*—He means that if there was a proper lock there the transportation would be cheaper.

Witness.—Yes, and it would be continuous. Lord Pirrie knows all about it.

29247. *Mr. Sexton.*—Do you attach great importance to the publication of the goods rates?—Yes.

29248. The passenger fares are published; that is six fares—three classes and three returns from each station to all other stations?—That is so.

29249. The public are informed of the fares, but, although there is a theoretical power to consult the rate book, practically, the goods rates are private?—I never saw them.

29250. You consider it bad and indefensible that important public business should be carried on in a private way?—I do, decidedly.

29251. And you are desirous that goods rates should be made available—that a knowledge of them should be made available to those concerned in paying them?—Decidedly.

29252. There are eight classes of goods, and certain rates for each class. Do you think it would be practicable, without making it too bulky or too obscure, to have at each station a list of rates for each class from that station to other stations?—I think it is quite possible to do it conveniently.

29253. You think if there was a will there would be found a way?—Yes.

Mr. Smyth (G.S. and W. Railway).—It is there.

29254. *Mr. Sexton.*—Do you think it might be published in such a form that it might be taken away, or that anyone could buy it and have it for reference?—Yes.

29255. So that a person might have it in his office, and that revised editions might be published from time to time?—Yes, quite so.

29256 That would end a great deal of bitter controversy as to special rates and temporary rates, and disputes as to what is a rate and what is not?—It would give information to persons most concerned, who have to pay the tariff.

29257. You have been a very long time a citizen of Belfast?—Well, we have met before, I think.

29258. Are you a member of the Chamber of Commerce?—I was for a long period.

29259. Were you ever a member of the Harbour Board?—No; but I have fought a few elections.

29260. That's the next best thing?—They wouldn't let a man like me in there.

29261. Well, "We cannot command success, but we can deserve it?"—We can try.

29262. We had evidence from the Chamber of Commerce and the Harbour Board. Are these bodies representative of the opinions or interests of the City of Belfast?—No, they are very exclusive.

29263. Do they really represent the opinions or interests of the city?—Certainly not; they are totally exclusive.

29264. The relations of the members of that body with the railway authorities are such that they would not take the view of the ordinary citizen with regard to transit?—I discussed matters with them in public, and I could get no sympathy. They seem to be sympathetic with all the railway companies, whatever way it goes off.

29265. So far from representing the general opinion of Ireland, or local opinion in Belfast, you think they represent only a fraction of local opinion?—There must be some special terms for their own particular industries. That is my opinion, and I am conversant with the times.

29266. You think their minds are influenced by special terms?—I look on their attitude as mostly in that direction.

29267. As to future control and finance, you think we might fairly say to England—"If you are inclined to make restitution, well and good; if you are inclined to lend money, well and good; if you are not inclined to do either one or the other, let us raise the money ourselves; if you will not save us, let us save ourselves"?—I would purchase the interests of the railway companies, but I would not be extravagant, as some people have designs we should be. We had a tramway undertaking in Belfast, and if there was to be a dealing of the same kind with regard to the railways, it would be an unsafe proposition to face.

29268. The public management of a united system of railways would act in this way, that first they would have to satisfy the public by reduction of rates and fares, and they would also have to try to avoid working the railways at a loss, and the interplay of these conditions would make economy a very serious duty?—Yes; if we had economical men.

29269. Public interest in economy would take care about the quality of the men?—I would hope so, but I have not seen so much of it lately.

29270. Where public interest comes in that would be done?—Economy should be practiced in this country in a great many ways that it isn't.

29271. You consider that what Ireland needs is a united system, and a system governed by men responsible to public opinion?—Most decidedly; they would be more sympathetic.

Examined by Mr. ACWORTH.

29272. You don't approve of the purchase of the Belfast and Northern Counties Railway by the Midland?—No.

29273. When it was before Parliament nobody opposed it, and it was passed as an unopposed Bill?—I will tell you how it is. I suppose it is so; I will take it that way. If the Corporation went for a Bill to Parliament, say, the Belfast Corporation, I think it is only five persons who are required to take a plebiscite of the whole city; when we get a board like the Harbour Commissioners or the Water Commissioners or the railway, we can go to London and spend money like valiant men, and it is no joke to enter opposition against the Bill. I tried it with the Water Commissioners, and was refused a *locus standi* by the House of Lords, and it was a technical point—because I did not describe myself as an owner of land—I described myself as a ratepayer.

29274. You have municipal tramways in Belfast?—Yes.

29275. Belfast is a business-like place?—It is going on very well.

29276. It prides itself on being up-to-date and business-like?—We are proud of it.

29277. But it cannot manage its tramways?—I think it bought them too dear and paid too much for the undertaking. The capital has been wastefully laid out.

29278. You are satisfied that if the Irish Nation bought the railways they would not make a wasteful bargain?—I'm not sure about that. I should like to be interested to prevent them.

29279. You are not quite sure they wouldn't do it unless you were by?—I should like to be there to prevent them.

Examined by Colonel HUTCHESON POE.

29280. About the Ulster Canal, you don't think it had an effect on the railway rates. The evidence before Lord Shuttleworth's Commission was that it had considerable effect on the rates of the Great Northern system. I only wish to call attention to the railway position, the evidence of witnesses in respect to that canal was that the canal brought about a considerable reduction in rates on the Great Northern system, which would not have been the case but for the water competition?—I'm not so sure about that.

Examined by Lord PIRRIE.

29281. Do you mean to convey that the charge for this deadly subject, the corpse, only applies to the Midland Railway or to all the railways coming to Belfast?—All the railways in Ireland.

29282. I took it you meant to convey it was the Midland Company?—I say it is generally charged; it is a shameless charge.

Oct. 15, 1907.

Mr. James O'Dempsey President of the Belfast and Ulster Vintners' Association.

Allegation that the views of the Belfast Chamber of Commerce and Harbour Board on Irish Railways are not representative of Belfast opinion.

Unification of the railways under Irish control recommended.

The purchase of the Belfast and Northern Counties Railway by the Midland Railway of England disapproved.

The expense incurred in opposing Parliamentary Bills.

The evidence given before Lord Shuttleworth's Commission in respect to the effect of the Ulster Canal on railway rates alluded to.

The excessive rate for corpses.

Oct. 15, 1907.

Mr. James O'Dempsey, President of the Belfast and Ulster Vintners' Association.

The acquisition of Irish railways by English companies objected to.

29283. You took exception to the Midland Company coming to Ireland and investing money in an Irish undertaking. Were you not aware that many of the great English Insurance Companies and financial undertakings had resolutions on their books to invest no money in Ireland many years ago, and do you not think that the advantage to Ireland of a big company like the Midland Company seeing, or considering even, that it would pay them to invest such a large sum as they did was beneficial to us living in Ireland, and gave confidence to outside investors in Great Britain?—I would not mind Englishmen coming with capital to Ireland if they were well-disposed, but they are not well-disposed, and they prevented industries being established in Ireland lest it would interfere with their monopolies. I saw a Belfast balance sheet published in the newspapers last week showing over a million of money invested in 2½ per cent. Indian Consols. If we can send large sums away we don't want an English company coming over to invest theirs instead.

29284. I don't think you quite realise the question. There was a want of confidence entertained by the English investing public. As a man of broad views, do you not think, for the advantage of Belfast and of Ireland as a whole, it was beneficial to see one of the leading English companies feeling that they could risk such a large sum in Ireland, and giving confidence to others?—I am not satisfied, and I would not like to give them control with a directorate sitting in Derby, and a local Committee working in Belfast. I think you are a director yourself.

29285. No, I have no interest whatever, and no interest in any railway company in Ireland?—But you were.

29286. I was?—You know more about it than I do. I would not give them power in Ireland to swamp us or interfere with us. They are not very friendly.

29287. All the evidence we have had is that the Midland Railway portion, that is the Northern Counties and Donegal, has been beneficial. We had in evidence on Saturday that the second-class fares on every railway practically in Ireland, with the exception of the Midland Railway section, are 62 to 80 per cent. higher than the third, whereas that very line is only 20 to 40 per cent.—the highest 40 and the lowest 20. The lowest second-class fares in Ireland are on that line, and surely with your financial experience (when I was Lord Mayor, Mr. O'Dempsey here, was the leader of the Finance Committee, and criticised it more clearly almost than any other man), you will admit that these second-class fares—which are lower than on any other line—must be advantageous?—I don't think there is much need of the second class; very few go second; more go first or third, and third has become a common thing on that line.

29288. About that loop-line that you think should be made to reduce the distance to Ballymena by seven or eight miles. You are living seven or eight miles from the district?—No, three or four.

29289. Well, that makes it better. I didn't want to put you too near. Are you not aware that the incline of the hill getting there would be a very serious difficulty in making and working a loop-line, that by going to Carrickfergus Junction and then back, the incline was made very much less, and that the difficult gradient was the reason why the loop-line was given up?—It should have been made.

29289A. Did you not see much difficulty in making it?—I don't think there was any difficulty. I think the difficulty was to start it, because there was a line to be made across about Broadway, and it was to bluff them this Bill was passed, and when they got it they threw it overboard in a few years. Passengers, I believe are still paying the additional mileage, which they should not pay.

29290. I felt as you do about the matter, but the gradients are so severe that I don't think any railway company could have gone on?—I can't see that. I know the route, and I can't see much in the gradient. I wish to say about the Board of Trade—I applied to them with regard to an erosion on the railway near my place, where the sea came and took the earth away within a short distance of the railway; they said it was no affair of theirs. I do not know what the Board of Trade interferes in railway affairs for. When there is a smash-up and some deaths they come to the inquest. I would rather they would extend a friendly hand to every undertaking in this country. The sooner the Board of Trade in London has done with Irish railways the better. I have been in the office and I know some of the officials and could show you letters. It is a silly thing to ask this public board to interfere in anything.

Mr. F. A. S. King examined by the Chairman.

Mr. F. A. S. King, Manager of the Arklow Brick and Tile Works.

29291. You are manager of the Arklow Brick and Tile Works?—Yes.

29292. And you are acquainted with the rates for bricks from your particular works?—Yes.

The D. & S. E. Co.'s handling of the Arklow brick traffic regarded as satisfactory.

29293. What railway serves you?—The Dublin and South-Eastern Railway from Arklow to Wexford, Waterford, and Dublin. They serve us well, and at reasonable rates. I have not a word to say against them. On every occasion they have done everything they could to help on the business. The only fault I found was that wagons were detained by customers failing to discharge them quickly, and I suggested to the manager to enforce their demurrage rules in order that a wagon might be set free to be re-loaded and started off again. They are doing that now and wagons are available.

29294. As far as local rates are concerned, you have no cause to complain?—None whatever.

29295. Then with regard to the through rates, will you tell us what the difficulties were—with what company was it?—With the Great Southern and Western.

29296. Can you give us the date?—In the beginning of 1906; about January.

Complaint as to excessive rate from Arklow to Kilrane.

29297. What is the complaint you make?—I wanted to send bricks in full wagon loads from Arklow to Kilrane, which was the station before the Rosslare Harbour station was built—before the new station was constructed. The total distance was about fifty-two miles. Our rate on the Dublin and South-Eastern Railway from Arklow to Wexford North was 2*s.* 6*d.* a ton; the old rate existing on the line from Wexford North to Kilrane was threepence for a hundred bricks. That has been in existence for a number of years. The bricks were, approximately, three tons per thousand, so that the threepence per hundred bricks works out at 10*d.* per ton North Wexford to Kilrane. I asked the through rate to book bricks direct from Arklow to Kilrane, and I was quoted 3*s.* 10*d.* per ton, specially reduced rate. I pointed out to the manager of the Great Southern and Western that this cost me 6*d.* a ton, because I could book from Arklow to North Wexford for 2*s.* 6*d.*, and then re-book to Kilrane for 10*d.*, making a total of 3*s.* 4*d.* on the two bookings, whereas the through rate from Arklow to Kilrane was 3*s.* 10*d.* per ton. That meant that I had either to book bricks twice over or lose sixpence a ton, meaning 1*s.* 6*d.* per thousand on common bricks.

The through rates higher than the sum of the two locals.

29298. What are they worth?—Their worth would be according to the point of delivery. At Kilrane they would be worth about 40*s.*, with the rate on that. With regard to the matter of the rate from Arklow to Kilrane——

29299. It seems to me that the through rate was sixpence more than the sum of the two locals?—Yes.

29300. Have you another case?—Yes, in July, 1906, we booked fourteen tons of bricks in two wagons from Arklow to Bridgetown (Great Southern and Western). We were debited 5*s.* 1*d.* a ton on this lot. We had to pay 2*s.* 6*d.* from Arklow to North Wexford—forty-two miles—and 2*s.* 7*d.* for another nine or ten miles, from North Wexford to Bridgetown. I at once applied to the station agent at Wexford to let me know the local rates for bricks to Bridgetown. I got no reply. I waited five days, and called at his office and heard that he was himself awaiting rates from his manager. Two days later I telephoned to the Great Southern and Western manager at Kingsbridge to ask for a quotation. Four days after that I wrote a reminder, and, eventually, I got a quotation of 1*s.* 10*d.* per ton—North Wexford to Bridgetown. I immediately pointed out to the manager of the Great Southern and Western that Bridgetown and Kilrane are equidistant from Wexford, and that the rate of threepence per hundred, equalling tenpence per ton North Wexford to Kilrane, was a fair and reasonable one, but that the rate of 1*s.* 10*d.* a ton Wexford to Bridgetown would kill all chances of traffic; but I could get no concession from him except a hint that the rate, Wexford to Kilrane, was too low. On the 26th January of the present year I wrote to the

manager of the Great Southern and Western Railway, stating that his agent at North Wexford proposed to charge me 1*s.* per ton, or 7*s.* per wagon, for freight on bricks from North Wexford to South Wexford, a distance of less than one mile, that he quoted me 2*s.* 6*d.* per wagon as freight on bricks, North Wexford to the southern end of Wexford-quay, within 200 yards of the South station, and I wanted to know why I should be charged 4*s.* 6*d.* a wagon for 200 yards further, and I asked for a lower quotation. After several reminders, extending over three weeks, I got a communication dated 19th February from the manager of the Great Southern and Western Railway, stating that up till 30th June, 1907, he would haul trucks from North to South Wexford at 3*s.* per wagon not exceeding six tons—about two-thirds of a mile. This concession expired on the 30th June, 1907, and if I require it I must spend another three weeks on getting another such concession; meanwhile my customers sit waiting, for no real cause, except the inability of the Great Southern and Western Company to fix a sensible rate to remain in force till further orders. On the 26th of last month, on making personal inquiry of the station agent at North Wexford, I am informed that the old rate of threepence per 100, or tenpence a ton, for bricks, North Wexford to Kilrane, remains in force, but that for bricks booked North Wexford to Rosslare Harbour the rate is reduced 1*s.* 6*d.* per ton. An extra eightpence has to be paid for three-quarters of a mile further, from Kilrane to the harbour. That is the 26th of last month. There is building going on, and I am interested in the delivery of the bricks as close to the harbour as possible.

29301. It is a new place and may develop?—As far as I can learn, it will greatly develop.

29302. With that exception, your persistent applications to the railway company have been successful?—In a measure; but at what cost of time and trouble.

29303. I admit it seems an unreasonable time to wait. But with the other line you have no complaint?—No.

29304. And the Great Southern and Western, after pressure, have conceeded practically what you thought fair and reasonable?—Not with respect to the Bridgetown traffic.

29305. Is that altered?—No, it is not.

29306. Do you actually re-consign it?—Yes, I re-consign to Kilrane. I did that yesterday. I am sending goods to Kilrane, and I save sixpence a ton by re-booking in Wexford. It was done yesterday.

29307. That is subject to explanation by the Railway Company; it does seem strange?—The 1*s.* 10*d.* rate from Wexford to Bridgetown put me out of the market in Bridgetown. Customers would not deal at the prices at which I could afford to deliver bricks.

Examined by Mr. Acworth.

29308. You are satisfied with the local rate from North Wexford to Kilrane?—Yes.

29309. You are satisfied with the rate from North to South Wexford?—Not quite; I have got a concession of three shillings per wagon, but temporarily.

29310. If you had that permanent, you would be satisfied?—I should think 2*s.* 6*d.* a wagon would be an ample charge for two-thirds of a mile.

29311. You would be satisfied to get a Wexford quay rate of 2*s.* 6*d.*?—Yes, but with the Bridgetown rate it is impossible for me to do any trade. I don't know the local rate to Bridgetown. The only rate I have got from the manager of the Great Southern and Western is a 1*s.* 10*d.* rate from North Wexford to Bridgetown. That seems to be the local rate there.

Mr. Croker Barrington, Solicitor.—That is the class rate for twelve miles.

29312. *Mr. Acworth.*—That is not the brick rate?

Mr. Smyth (G.S. and W.R.)—It is a specially low rate, 1*s.* 10*d.* a ton for twelve miles.

Witness.—I said the same as Kilrane, about ten miles. I take it to be rather under ten miles; it is eight by road.

29313. *Mr. Acworth.*—1*s.* 10*d.* is quoted as rates for bricks in wagons?

Mr. Croker Barrington, Solicitor.—Yes, it is for twelve miles.

29314. *Mr. Acworth.*—Nearly two-pence a mile. (*To Witness*)—You are not satisfied with the rate to Rosslare Harbour?—I think it is excessive. An extra eightpence a ton for three-quarters of a mile is severe.

29315. That would be on about the same basis as the Bridgetown rate?—Something similar; 1*s.* 6*d.* and 1*s.* 10*d.*

29316. Kilrane is an old rate; that is their explanation. They can't get rid of it?—They have suggested that it is too low.

29317. About the Rosslare rate, is that on the rail way, or does it bring you to the harbour works?—It doesn't bring me to the pier works at all. The place I wish to have delivery is at the side near the cattle sheds.

29318. Well, I don't know the district; is it technically in the harbour limits?—I couldn't answer that.

Examined by Colonel Hutcheson Poë.

29319. Is there much building trade going on?—There was considerable building going on, and I sent bricks to Kilmore by schooner, and had them carted to Ballyharty for building, in order to get them there without having to pay such rates.

29320. Do you send bricks to Waterford?—Not during the last ten months. I sent a considerable quantity of facing bricks to Waterford.

29321. What is the price of facing bricks at your works?—From 40*s.* to 60*s.*, according to class and pat tern, and ordinary stock bricks about 35*s.* at the works.

29322. You get that?—Yes, at the works.

29323. I am in the brick industry myself. I congratulate you?—For bricks we can sell right off at the yard we get a better price.

29324. I am glad you can get 35*s.* for second-class bricks at the works. I am glad to hear it. Do I understand that the through rate from Arklow to Bridgetown is 5*s.* 1*d.* per ton?—Yes.

29325. 15*s.* 3*d.* per thousand; that was prohibitive?—Yes.

29326. Now, I think the rate is, Arklow to North Wexford, 7*s.* 6*d.* per thousand, and 1*s.* 10*d.* a thousand from North Wexford to Bridgetown?—1*s.* 10*d.* per ton.

29327. That makes 11*s.* 10*d.*?—It makes 13*s.*

29328. That is your present rate?—Yes, at Bridgetown, 13*s.* a thousand.

29329. That would put it out of the question?—Quite so.

29330. There is considerable competition in the brick trade at present?—As you are aware, there is a very small business being done in the brick trade.

29331. And that necessitates brick manufacturers selling bricks at as low a figure as possible?—Well. the present price of coal necessitates their selling them at as high a figure as possible.

29332. It is better to sell at a low figure and to sell a quantity, than not sell any at all.

29333. *Lord Pirrie.*—Where does your principal competition come from for—are there locally made bricks, or from Dublin or Dundalk?—There are works in Waterford, Courtown, Rathnew, Kill-o'-the Grange and Dolphin's Barn. I have competition on all sides, except due East.

29334. If the railway company reduced the rates to you, they woud have to do so to all manufacturers in the district?—I should say so, certainly; I don't wish any special concession.

Oct. 15, 1907.

Mr. F. A. S. King, Manager of the Arklow Brick and Tile Works.

A reduction in the Wexford and Rosslare brick rates asked for.

Sea conveyance resorted to to escape the high rates on the Great Southern and Western Railway.

Selling price of bricks at Arklow Works.

The rate from Wexford to Bridgetown prohibitive

The location of competitive brick works.

The Commission then adjourned till the following morning at eleven o'clock.

FORTY-NINTH PUBLIC SITTING—WEDNESDAY, OCTOBER 16TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART. Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Oct. 16, 1907.

Statement as to future sittings of the Commission

Chairman.—Perhaps it would be convenient that I should mention that the Commission have decided this morning that the next sittings will be in London. It is principally evidence from public departments that we shall receive. We propose to sit in London on Friday, the 8th November, and to have continuous sittings up to Saturday, the 16th. Then we come to December. We have unanimously decided this morning, taking into consideration the Christmas holidays and the difficulty in getting the Commission together in the beginning of the month, that we will have no sitting in December, so that the Railway case will not be required before January.

Mr. Tatlow.—I think that that will be very convenient.

Mr. Croker Barrington, Solicitor.—I may say it is a most convenient arrangement, and we are much obliged.

Chairman.—Perhaps I ought to mention that if time permtis, we shall take some evidence from the light railways in London. It is not settled yet.

Mr. JAMES CREAN examined by the CHAIRMAN.

Mr. James Crean Representative of Messrs. Crean & Sons, Dublin.

29335. You are a member of the firm of Crean and Sons, soap manufacturers, Dublin?—Yes.

29336. Is that an extensive industry?—We are manufacturers in England. Our's is a branch house here. We are established about fifteen years. It is not a very extensive industry with us, but it is in the edible fat. We are soap manufacturers, and we manufacture edible fat, both here and in England.

29337. You send a great deal away by railway?—In moderate quantities. We manufacture here, and we ship mostly to England, and in large quantities.

29338. I need not ask you any questions about that. I suppose that in the export from here to England the rates are not excessive?—No.

Complaints as to excessive rate for tallow—New Ross to Dublin, compared with the through rate, New Ross to Liverpool *via* Dublin.

29339. With regard to the traffic you have to certain towns in Ireland, have you any particular complaint to make with reference to the rates?—We have a complaint to make. We have made a complaint with reference to one of the railway companies here. We brought recently some goods from New Ross to Dublin. On their arrival we found that the rate charged was equal to 18*s.* 9*d.* per ton. We consider that a very heavy rate, indeed.

29340. What was the traffic?—Tallow in casks.

29341. What is the distance from New Ross to Dublin?—Offhand, I could not say exactly, but it is between 70 and 100 miles. We know, roughly, the distance. We know what the rates are in other places, and we think that that rate is very excessive. We wrote to the railway company, and after very considerable correspondence they said they thought it was a reasonable rate, and could not reduce it, and that it was according to schedule. It was 18*s.* 9*d.* per ton on the gross.

Ineffective representations to the Dublin and South-Eastern Company.

29342. Do you know the rate to Liverpool from New Ross *via* Dublin?—Yes; 16*s.* per ton. We discovered that that rate existed. We pointed out this 16*s.* rate to the railway company. They said they considered the rate of 18*s.* 9*d.* to Dublin was reasonable, and that ended the matter for the time being.

29343. I want it perfectly clear that the rate from New Ross to Liverpool *via* Dublin is 16*s.* per ton, and that to Dublin it is 18*s.* 9*d.*?—Yes.

29344. Were the conditions the same in both cases?—The conditions were absolutely the same.

29345. Are you sure of that?—Yes.

Subsequent reduction of the rate—New Ross to Dublin, after intimation given to Company that the attention of the Vice Regal Commission would be drawn to the matter.

29346. Including collection and delivery, or from station to station?—From station to station in each case.

29347. You have to cart the tallow in Dublin?—Yes; and it has to be delivered to the railway company in New Ross.

29348. What action did you take on that?—After the railway company told us they could not reduce the rate we wrote them we considered it a very excessive rate, and said we would place the matter before the Railway Commission. About three weeks after having done this, we received a notification from the railway company that they had reduced the rate to 12*s.* 4*d.* per ton from New Ross to Dublin.

29349. Of course, you draw the conclusion that the reduced rate was given to you in consequence of your threat to bring the matter before the Commission?—That was the only conclusion we could come to.

29350. What company was it?—The Dublin and South Eastern.

29351. Do you do any business in the Counties Cork and Kerry?—We do. We did a small business down there originally. We tried to open a trade down there in edible fats and also in the soap trade, but particularly in edible fats.

29352. That is, from there to Dublin?—No; from Dublin to Cork and County Cork. Of course it was in small quantities, as the trade was an opening one in Ireland; and we found that the rate charged would be equal on the deliveries to 52*s.* a ton.

29353. As you say, it was a small transaction, and the stuff was carried at the small parcels rate?—Yes.

29354. Under that scale?—Under that scale.

29355. Therefore, do you think it quite fair to calculate it at so much per ton? If above 3 cwt., what would the rate have been?—It would have been from 4 to 20 cwt. 39*s.* 2*d.* to Skibbereen, which we consider a very excessive rate. It is hopeless to attempt business on such rates as these.

29356. What was the result?—We wrote about that, but 39*s.* 2*d.* is the lowest rate obtainable on these goods. We did not bother any further about it.

29357. You could not carry on any trade on those figures?—No. It amounted, really, on small deliveries to 3*s.* a cwt., and the goods are not expensive. Their value is 30*s.* a cwt. It is not like butter, which is 1*s.* a lb., or, roughly, 100*s.* per cwt.

29358. What do you mean by edible fats?—Something similar to margarine.

29359. A substitute for butter?—Hardly that. It is not used as margarine. It is used more by bakers. In England it is largely used by biscuit manufacturers, for their cheaper grades. We ship a considerable amount of that to England. We manufacture it in Ireland, and ship it to England.

29360. With reference to cartage by the railway companies, have you anything to say about that?—Some time ago we got the Government contract—probably one of the largest Government contracts—for soap in Ireland. We find in the Government contracts and in the case of contracts for other institutions in Ireland that we have to deliver the goods not only at the station, but we have to cart them to the institution. So we asked.

naturally, as we do in England, for a delivered rate, and we were told by the railway companies that they could not take the responsibility of delivering goods. In other words, they could not quote us a delivered rate. Of course, they gave us every assistance in the way of telling us what we should do to obtain carters at these different stations. We had consequently to write to about twenty small towns in Ireland asking for reliable carters, and then make arrangements with them. I need hardly say that it is a very difficult thing to make such arrangements at a long distance.

29361. Is it a fact that the majority of traders in Ireland prefer station to station rates?—That is the rule with ordinary traders. The trader then carts it away himself. But in this case you have to deliver it to the institution, so that we must either have a delivered rate or make arrangements for the carting.

29362. Precisely. There is no hardship in that. Instead of your going to the trouble of finding carts at the other end of the journey you think that the duty should devolve on the railway company?—Yes; and we think that the railway company could do it much more readily and more cheaply than we can do it.

29363. But the rates generally in Ireland, except on one railway, are all station to station rates?—Yes.

29364. I don't know that there is any particular grievance in that. At any rate, in the contract for Government institutions, so far as the rate for soap from Dublin is concerned, there is no cause to complain?—Not in comparison with English rates. I have compared them with the English rates, and I find that the Irish rates for similar distances are not unreasonable. But there are some other points with reference to rates which I wish to mention. I think in Ireland the weight of traffic is comparatively small. Consequently, a great quantity of the goods go under what we call the smalls rate. Then, again, such heavy traffic as the Irish manufacturer has seldom enables him to take advantage of the four to five ton rate. In any case we are at a disadvantage in this way. In England a manufacturer will probably send considerable quantities in five ton lots, for which he would get a special rate. I have a quotation here for goods from Liverpool to London at 21*s.* 10*d.* a ton, delivered.

29365. That is above 3 cwt.?—Yes; while for five tons and over it is quoted at 17*s.* a ton, delivered rate in London.

29366. How does that apply to Ireland?—There are very few manufacturers in Ireland who are in a position to send in five ton lots. In fact the ton rate is probably the cheapest rate of which they can take advantage.

29367. That is to say, the consumption is not so extensive?—It is not so extensive.

29368. Is it your view that although the 3 cwt. scale may not be objectionable in England yet for the small retail trader in Ireland 3 cwt. is rather too high?—Yes; I think so.

29369. What would you suggest—2 cwt. for Ireland?—I don't know that it would make very much difference. It is not a great remedy. Of course it would be better. But the only point I wish to make is this, a very large proportion of the Irish traffic comes under the 3 cwt. rate; much more than is the case in England.

29370. Of course we all admit that?—Then, another point I should mention. In England the manufacturer will look for his trade in his vicinity. Take Manchester or Liverpool. The manufacturer will look for his trade locally rather than at a great distance; consequently a large portion of his business will be done by him for a mere cartage. Take Liverpool, with nearly a million of people. The manufacturer will deliver his goods for mere cartage. If he wants to go outside Liverpool he pays, at the outside, 7*s.* 6*d.*, say, to Manchester and all the surrounding towns; so that for the greater portion of his trade he gets an outside rate of 7*s.* 6*d.*, while in Ireland we have to go all over the country, and our rates are seldom under 10*s.*, and are often over £1, a ton; so that if the rate per mile is not higher in Ireland, yet, on the average, we are paying more freight on our goods owing, of course, to the greater distances they have to be carried.

29371. I don't see much in that, because you find Lever Brothers' soap on the Continent, and Pears' soap also?—That is an article that bears a larger margin of profit than our goods.

29372. Yours is more common soap?—Yes; for ordinary washing purposes.

Examined by Mr. SEXTON.

29373. The Irish rates work out at a large addition to the sale price of the article?—Yes.

29374. Could there be a greater commercial disadvantage?—I think not.

29375. Is it practicable for a firm like yours, without branches, to arrange for cartage in twenty different towns in Ireland for small consignments arriving at uncertain times?—It is very difficult to do. Even when you have made your arrangements, you are very likely to be charged irregularly and excessively.

29376. If you succeeded in making them?—Yes.

29377. But does not it seem almost certain that you could not succeed in making them?—We have actually made arrangements more or less satisfactory in twenty different centres, but still we find ourselves overcharged, to a considerable extent, in several cases.

29378. And embarrassed?—And embarrassed.

29379. By uncertainty?—Yes; whereas if we had a delivered rate quoted it would be a great convenience. Probably it would be a cheaper rate.

29380. Do you consider that a unified system of railways, working primarily, not for profit, but for the public convenience, would be more likely to deal efficiently with the question of cartage than a private undertaking?—I have not the slightest doubt about it. I think it is the only remedy.

29381. In regard to the smalls rates here is a regular trade, a regular industry, which is carried on in consignments of less than 3 cwt.?—Yes.

29382. The tonnage rate, even if it could come in, is excessive?—Yes.

29383. But the tonnage rate is not available there, because the consignments are small?—Yes.

29384. The effect of the smalls rate is little felt in England, but in Ireland, where there is practically no other rate for your traffic you find it prohibitive?—Yes.

29385. In your own language, you endeavoured to open a trade in the Counties Cork and Kerry, and you found that the smalls rates opposed an insuperable barrier?—Yes.

29386. There is one trade extinguished by the smalls rate in Ireland?—Yes.

29387. Now, about the rate from New Ross to Dublin. You found the South Eastern was carrying tallow from New Ross to Liverpool *via* Dublin for half-a-crown less per ton than from New Ross to Dublin?—Yes.

29388. You tried your best to get a concession, and your efforts failed, and you said you would report the case to the Commission?—Yes. I have the letters here if you wish to see them. There is only one letter on the subject that I may read. There are other letters from the Dublin and South-Eastern Company. "*Re* charges on tallow *ex* New Ross. Referring to your letters, the superintendent having gone very fully into the matter, finds that the consignment was charged for at the class rate of 18*s.* 5*d.* per ton"—I stated 18*s.* 9*d.*—"which is the ordinary rate for such commodities between the points. I am sorry I cannot see my way to make any reduction in the amount, as I consider the same is reasonable."

29389. They told you that the rate was reasonable, and they declined to make any reduction?—Yes. I mentioned the 16*s.* rate to Liverpool in the letter written by us previous to the one read.

29390. Did your intimation that you intended to report the case to the Commission produce the concession?—It is the only conclusion I can come to.

29391. I think the concession was not made until you followed it up by bringing it before the Commission?—I told them in reply to that letter that I would place the matter before the Commission. Three weeks after writing that I received the reduction in the rate.*

29392. From 18*s.* 6*d.* they reduced the rate to 12*s.* 4*d.*?—Yes.

29393. Which you think too high a rate?—12*s.* 4*d.* is quite high enough; 10*s.* would be a reasonable rate.

29394. Do you observe that the reduction is one-third of the old rate?—Yes.

* See Company's explanation, Question No. 29539, *et seq.*

Oct. 16. 1907.

Mr. James Crean, Representative of Messrs. Crean & Sons, Dublin.

The embarrassment to manufacturers in Ireland caused by the absence of "delivered" rates, and the excessive charges for "smalls."

A unified system of Irish railways would correct these complaints.

The excessive New Ross to Dublin tallow rates.

The correspondence with the Dublin and South Eastern Company.

The subsequent reduction of the rate after an appeal to the Vice-Regal Commission had been threatened.

Oct. 16, 1907.

Mr. James Crean, Representative of Messrs. Crean & Sons, Dublin.

29395. And that that corresponds with the reduction which has been generally demanded in evidence?—I did not notice that.

29396. Witnesses generally ask that the rates should be reduced one-third. If this Commission should pass away without securing a decisive settlement of the Irish railway question do you think that concessions such as you obtained would also come to an end?—I should think that with the Commission sitting it helped greatly in procuring the reduction.

The influence of the Vice-Regal Commission in the settlement of disputes with the railways.

29397. Had the Commission not been sitting you would not have got the reduction?—I have no absolute proof of that, but I am rather inclined to think so.

29398. You mean that the intimation that you intended to report the matter did not produce the concession. You had actually to report the matter before the concession was made?—I wrote them that I would place the matter before the Commission. I had no further correspondence. I simply placed it before the Commission straight off.

29399. If there had been no Commission do you think that this concession by the railway company would be forthcoming?—I don't think so.

Examined by Mr. Acworth.

29400. As a trader I suppose that you appreciate the advantages of doing business in wholesale quantities if you can?—Yes.

29401. It is much cheaper for you?—Yes.

29402. And much cheaper for the railways?—I do not know, but the extra rate charged on "smalls" should be remunerative.

The Railway Companies' desire to encourage big consignments clashed with the interests of small traders.

29403. You quite understand their desire to encourage big consignments as much as possible?—Yes.

29404. Your point is, in the interest of the Irish trader you want the difference as little as possible?—Yes.

29405. In the interests of the railway company they naturally want it as big as possible?—Yes.

29406. There is always the conflict of interest?—Yes.

29407. What would you say to the German State system, where smalls mean anything under five tons?—You mean by smalls?

The German State "smalls" rates disapproved.

29408. You know what the railway company call smalls—anything under three cwt. For that they charge an extra rate. The German system is that anything under five tons is called smalls, and is 60 to 70 per cent. higher than anything over five tons?—No. It would hardly work here. Unless the railway rates in Ireland were reduced to the level of rates charged in Germany.

Examined by Lord Pirrie.

The possibility of increasing the trade in tallow and soap if granted suitable rates.

29409. If the rates were reduced to what you say you would like could you increase your traffic to double or treble what it is?—The rate on what goods?

29410. On the goods you speak of—tallows. You say you would like it 10*s*. Would the industry that you are interested in be doubled or trebled?—I could hardly say how much it would increase it, but it would certainly facilitate it, and increase the business.

29411. Where do you get your fat from?—From Dublin and throughout the country.

29412. It is not imported and then worked up?—No. We bring some in here, and manufacture it, because the supply here is not as good and sufficient for the purposes of the soap trade.

29413. But your industry as it at present exists consumes all that there is in the locality, and, therefore, if you increase your industry it would have to be by the importation of foreign stuff?—Yes; but by that rate the Dublin and South-Eastern Company would rather tend to send the manufactured goods out of the country.

29414. I took it that you want to show that the railway companies would get double freight on bringing up the material which is worked up and then sent out from your works through Ireland or abroad; that they would therefore get a double traffic if they reduced the rate?—I don't know about the double traffic, but the cheapening of rates would tend to increase the trade considerably.

29415. They are bound to get it. If you use all that can be given by the district, and if they give you satisfactory rates to such an extent that you would have to import it, then they would get the rate into your particular works, and would also get the rate out of them?—Yes.

29416. That is your argument with the railway company?—Yes.

29417. Have you put that before them clearly?—No. It was more on the specific rates that I was going.

29417A. *Mr. Tatlow.*—There is one matter that I would like to mention in connection with the soap traffic. It is a fact that in Ireland we charge lower rates than in England. Soap in the general classification is in the first-class. We made a concession to the soap traders in Ireland by reducing that generally over all the Irish railways to five per cent. over class C, which is a very substantial difference from Class 1, as you know, and of course that applies to small traders too.

29418. *Chairman.*—The witness admitted that so far as the rates per ton per mile were concerned they bore a favourable comparison with the rates in England. His complaint is that the traffic is small, and that the consignments come under the small parcels scale.

Mr. Tatlow.—The small trader is better treated than in England, too.

29418A. *Chairman.*—The point of these people is practically that three cwt. is fair for England and two cwt. is fair for Ireland.

29419. *Mr. Sexton.*—The whole traffic of the Irish Irish trader is affected in a different degree from the traffic of the English trader in the same commodity?—There is not the quantity of traffic passing of course.

Mr. Tatlow.—Therefore, there is not the same remuneration to the railway.

29414A. *Mr. Sexton.*—If it kills the trade altogether there can be no remuneration.

Mr. T. R. Griffin, M.Inst. C.E., examined by the Chairman.

Mr. T. R. Griffin, M.Inst. C.E., Kilkee.

29420. I think you are a member of the Institute of Civil Engineers?—Yes.

29421. You come from Kilkee, County Clare?—Yes.

29422. I think you have had considerable experience in connection with railways in Western Australia and Victoria?—Yes.

29423. Therefore you are acquainted with the working of State-owned railways?—Yes.

29424. Were you engaged in connection with the surveys of some of these railways out there?—Yes.

The State Railways of Western Australia have opened up the industries of the country.

29425. We shall be glad to have your views on this matter. Tell us, shortly, what effect have the railways of Western Australia had on the natural advantages and industries of the country?—They opened up the industries altogether. It would be a wilderness without the railways. They simply made the country.

29426 The railways really made the country?—Yes. The mining industry when I went there in 1891 was hampered altogether. Stone that used to produce two ounces to the ton was not able to be got away to the crushing machinery, and machinery could not be got in; and the whole thing, in fact, was brought about by the railways.

29427. From your experience in the colonies are you of opinion that the railways owned by the State are efficiently and economically managed?—Certainly. I consider that they are very efficiently managed.

29428. And will compare with privately owned railways in other countries?—Yes, I think so They are doing very well. Although they were built originally more to develop the country than for any other reason they are now paying very well both in Victoria, Western Australia, and elsewhere. The Great Southern line in Victoria was a line that opened up a regular wilderness, in which fifty years after the colony was established the best land was lying idle for the want of a railway communication.

29429. Were you connected with that?—Yes. I laid out that line.

29430. Where did it run from?—From Melbourne to Port Albert, through a very fertile forest that was a wilderness that everybody was afraid to have any

thing to do with. One of the things it opened up was a coal mine. In fact, it was by careful location that we got the line up to the top of the ridge where the coalfields were, and I see by the Australian handbook that in 1900 they put out 250,000 tons of coal in that year, which but for the particular way the railway was laid out, would have never been prospected and never opened up, and would have been useless without it. It was the specially low rates that fostered the coal industry, which was not previously in Victoria at all. They got all their coal from New South Wales at the time.

29431. Was that railway projected by private enterprise?—Altogether by the Government. It never would have paid any private company.

29432. No private capitalist would have put his money into it?—None whatever. In Western Australia they gave large concessions of land at first. The Midland Railway of Australia got 12,000 acres of land for every mile of railway that they made. The consequence was that they made the railways as long as possible, winding them about everywhere. They did not attend to the gradients, and the lines were not safe.

29433. They got concessions in the same way as the Canadian Pacific Railway. Those lines are becoming ultimately very profitable?—Afterwards, when the Government took over the Western Australian lines, they had to re-grade the lines, which was a source of enormous expense. At one place, where there was a gradient of 1 in 28, we had to deviate the line 13 miles at a cost of £100,000, in order to alter the gradient.

29434. You know Ireland pretty well?—I cannot say I do; I know the Southern part of it.

29435. At any rate you live here?—Yes.

29436. Do you think there are districts in Ireland that could be developed by additional railways?—I think the tourist traffic in the part of the country I am in could be made most profitable for the country generally if something was done in inducing tourists to come across the Shannon—say there was a railway from Listowel to Tarbert, and proper steamer communication—an immense number of tourists who come to Killarney would go across to see the beautiful scenery of the Cliffs of Clare, and so on.

29437. But there is no inducement for private people to make such railways?—No.

29438. The only way of getting them constructed is by assistance from some source or other?—Certainly. The Government of Australia generally recognises that.

29439. From your experience in Australia do you think some similar system might be adopted with advantage in this country with regard to the whole of the railways?—Yes. Taking over the railways I think would be a most splendid thing.

29440. What results do you anticipate from that?—In the first place, I think the management would be greatly improved, because, of course, you cannot expect that small railways can be managed as well as larger ones which have larger staffs of men to do their special work, and can always choose good men from here and put them there, and manage them in that way.

29441. There could be concentration of management?—Yes. From my experience in Australia, I think things were far more efficiently managed in that way than is the case in the management of little lines.

29442. Do you remember in the early days in Australia whether political influences were brought to bear so as to favour certain districts?—Yes. When I first went to Australia in 1881 there were a great many complaints about that. In Victoria they borrowed a lot of money to make railways, and political influence was brought to bear by different members of Parliament, who at the time had particular influence with the Ministry, but that was done away with to a great extent by the appointment of the Railway Commissioners, who were started in Victoria, and afterwards adopted in all the Colonies. These Commissioners were more or less independent of the different Governments.

29443. That was about 1886?—About 1884. Mr. Spaight was the first man brought over.

29444. Up to 1884 there was political influence used, which caused a good deal of dissatisfaction with the manner in which the railways were managed?—Yes. There were certain lines that afterwards turned out failures.

29445. And you think an improvement took place after the appointment of the Commissioners?—Yes. It was a step in the right direction.

29446. These Commissioners are independent of political influence?—Yes.

29447. They manage the railways for the benefit of the district or of the country?—Yes; of the country generally.

The adoption in Ireland of the Australian system of administering the railways recommended.

29448. To the advantage of the country?—Decidedly.

29449. That system has been continued up to the present time?—Yes.

29450. With the same satisfactory results?—Yes, as far as I know.

29451. Do you think such an arrangement in this country would be an advantage to this country?—Certainly I do.

29452. You have no hesitation about that?—No hesitation. In my opinion it would be the greatest advantage.

29453. From your experience of the Colonies, in Australia, having been connected with these railways, you are strongly of opinion that it would be to the general advantage of the people all round if the same system were adopted with regard to the railways here as has been adopted in Australia?—I am.

Examined by Mr. Sexton.

The parallel between the Australian Colonies and Ireland in the matter of railway development.

29454. The railway mileage of Ireland pretty closely corresponds with that of an Australian State?—I think so. Victoria has about 3,500 now.

29455. There are three or four of the six Australian States which have a railway mileage approximately equal to that of Ireland?—Yes; New South Wales has about the same, close on 4,000 miles, I believe. The others have not so much.

29456. Therefore the successful management by the several States, each of its own lines under a united system, and as a public service supplies a very close and apt lesson for the case of Ireland?—I should say so.

29457. Although Ireland is a very old country and Australia is a very new one, there is this parallel between them, from the point of view of the present inquiry, that the great need of each of them is development?—Exactly.

The development of the industries of the Colonies largely due to the system of State-owned railways.

29458. And development has proceeded in Australia by the help of those public lines, and is progressing satisfactorily?—Yes, both in railways and in other ways. The Government prospect for coal and keep diamond drills and that sort of thing going, and they open up all sorts of industries and the natural advantages of the country.

29459. Incomparably the most powerful agent in attaining and securing progress has been the working of the transit system in each State as a united system in the public hands?—Yes, certainly.

29460. We have sometimes heard that expert evidence in Ireland is opposed to the unification and public purchase of the railways, whilst popular opinion is in its favour. We have had a great deal of expert evidence in favour of it. What do you say of the expert evidence in relation to this subject in Ireland?—I think the Government have no staff of experts, and of course experts generally are connected with interested corporations. I don't know whether that would have anything to say to it or not.

29461. You think the experts are more or less connected with the railways?—Yes. You would have to get some outside expert evidence.

29462. And the only perfectly unbiassed expert evidence on this question would be by one of the Government experts?—Disinterested experts of any kind.

The probability of developing the coalfields and other industries in Ireland under a State controlled system of railways.

29463. I fear that reference to Government experts would not inspire very much confidence in Ireland. In the matter of coalfields there is also an interesting parallel between the case of Ireland and that of Australia. You have shown that one line developed an enormous coal traffic which otherwise would have been non-existent?—Yes.

29464. We have the case in Ireland both of worked coal mines cramped for the want of railway accommodation and enormous coalfields never tapped. Do you think one of the first effects of a unified system of railways in Ireland would be that these coal deposits would be made available for the use of the country?—I think so. I think if they were under State management there would be experts who would be un-

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Mr. T. R. Griffin, M.Inst. C.E., Kilkee.

biassed, and they would be sent to report on the probable paying to the country generally of developing the coal mines and other industries, such as the tourist traffic, and everything that would do the country good, and they would not look to the immediate profit of the line, but would look to whether it would develop the country or not.

The necessity for considering public interest rather than private profit to ensure a satisfactory transit system.

29465. Instead of following private profit and regarding the public interest as quite secondary, when the public interest is considered first, the public results are certain to be useful?—Exactly.

29466. Another suggestion against public ownership is that political influence would be brought to bear unduly, the implication being apparently that there is no questionable influence connected with private enterprise. Is that a just inference?—I don't think so. I think that private enterprises are naturally conducted for the good of certain people, to make as much money as they can out of it without any consideration for the public benefit.

29467. Just because they are private enterprises there may be influences connected with them, just as much open to critical comment, or more open to it, as any that will occur under a system worked in the light of public opinion?—I should say so.

The interference of political influence with the policy of State owned railways would be no greater than in the case of privately-owned lines

29468. At any rate, in Victoria, when it was found that political influence was being worked against the general interests of the community, they had no difficulty in dealing with the matter?—No difficulty. I never heard of reasonable complaints after the appointment of the Commissioners to take over the management of the railways or political influence. When a new line was projected by interested persons the Commissioners were asked to report on it to Parliament. After due consideration by the experts and getting all information that was to be obtained, the Commissioners reported whether they thought the line would be advantageous or not, and when they got that report Parliament acted on it. Public opinion was too strong to allow them to go against the Commissioners' report.

29469. The cases of these Australian States in relation to railways are sometimes mentioned as if they were proof that public ownership necessarily entails some deleterious political effects. Would you say, on the contrary, that what the case of Victoria proves and what is established by the case of the other States, is that though evils may temporarily arise in connection with systems of public control, that the public authority is perfectly well able to deal with those evils in the public interest?—Certainly.

29470. Do you think if a critical question arises in Ireland public opinion would be equally competent?—I think so.

The system of State ownership and centralisation of control of railways tends to efficiency and economy.

29471. Another of the numerous pretences offered on this question, as if they were incontrovertible facts, is this, that enterprises carried on by private hands are, as it were, necessarily more efficiently and more economically conducted than those which are in public hands. Does your great practical experience bear that out?—Not at all. I consider the Victorian railways under the management of the Commissioners were as perfect as anything could be. There were no strikes or anything of the kind in my time. The public servants were well treated and well paid, and, on the contrary, a great deal was exacted from them in the way of work.

29472. On the other hand, railways privately made were wastefuly made and badly made?—Wastefully made and badly made in Australia.

29473. Railways made by the public were economically and well made?—Yes.

The transfer of the railways to an independent Irish authority would secure necessary reforms, extensions, and reduced rates.

29474. The two needs in Ireland are that the transit system should be perfected by links, branches, and feeders, and that the rates should be reduced. So you anticipate that a system worked by an Irish authority would give those results?—Yes.

29475. You consider that an Irish authority should be independent?—Yes.

29476. That is to say, you think the authority should be in the hands of the community where the railways run?—Certainly.

29477. Any other would be unreasonable?—I think so. Of course they have an opportunity of watching the success of the system, and any grievances that are noticed are brought to the proper quarter, where they can be dealt with.

29478. It is admitted that the necessary branches, feeders, and links will not be made in Ireland by the companies or by private capital?—No.

29479. Is there any other way in which you can get them made except by an Irish authority using the general resources, considering the transit system as one, making lines wherever they ought to be made, without laying any levy on the district?—I don't think so; there must be public support, money advanced from the State. The Imperial Government appear to be able to raise money a great deal cheaper by Consols than anything that has an Irish name.

29480. Speaking of the capital of the companies and the rates which they have on their systems, do you see any possibility of a reduction in rates, such as public needs require, except by the application of public credit to the purchase of the lines and by the saving which united working would secure?—I don't think so. I don't think it ought to be expected. I think the lines naturally do as well as they can for their shareholders—that is human nature generally.

29481. We are asked by the Lord Lieutenant to report what would be the most efficient, economical, and harmonious system of railways in Ireland. You have already said that, in your opinion, there is no comparison in point of efficiency and in point of economy between a number of private systems and a public system?—Yes.

29842. It seems to follow obviously that there would be more harmony in a united public system than in the case of a number of companies contending with each other?—I think so.

Examined by Mr. Acworth.

29483. If you spend new capital on making new lines somebody has got to pay interest on it?—Yes.

29484. If the line does not pay the public have got to pay through taxation?—Yes, but I think that the public generally get a great deal more benefit from lines than the actual payment of a dividend.

29485. You think it is good business for the State to put money into a railway system if it does not get a direct return because it gets an indirect one?—I think so.

29486. In your evidence you are contemplating taxation of the people in Ireland in subsidy of the railway rates and charges?—Yes, unless we get it back as part of the over-taxation we have paid.

29487. When you went to Victoria what it wanted was new railways to develop a country that had not got any?—It wanted more railways, feeders mostly.

29488. There were many places that had not got railways within 100 miles of them?—No. There was hardly any part of Victoria that was not within a hundred miles of a railway. The Great Southern line was the only main line made during the twelve years that I was in the railway department there.

29489. What distance shall we say—20 or 30 miles away?—Yes.

29490. Of course railways are very much closer in Ireland now than they were in Victoria?—Yes.

29491. The proposition here is mainly a question of developnig traffic on existing railways rather than making new railways?—Yes.

29492. There is no suggestion here of making new trunk lines?—No.

29493. So they are not quite the same propositions. I heard you speak of specially low rates. Do you suggest that the rates in Victoria are specially low?—Comparatively.

29494. Do you know that they keep ton mile statistics and don't dare to publish them because they are so high?—No. I think questions in Parliament can always be asked and are always being asked about everything on the railways.

29495. Do you know that is a positive fact, that the railway department does keep ton mile statistics and does not venture to publish them?—I think they are published in the Victorian Year Book.

29496. No; they are not published. You say that political interference has been done away with a great deal?—Yes; I think so, by the Commissioners.

29497. You were there in 1884?—Yes.

29498. When did you come home?—I came home in 1898.

29499. Was it in your time that these lines near Melbourne were shut up because they did not pay their working expenses?—No. It was not in my time. I don't think there was a line shut in the whole of Victoria in my time.

29500. You know there were a good many lines near Melbourne that were not very profitable?—There was one line about which there was a good deal of complaint that it did not pay.

29501. You are not aware that since your day Mr. Matheson shut up one because it did not pay and carted the rails away?—No. I have only heard that in connection with Irish railways.

29502. The Railway Commissioners gave up the line and not the public?—It may not have been the Commissioners who made that line. There were complaints under the old system that there were unprofitable lines built before the Commissioners came there.

29503. *Chairman.*—And unnecessary lines?—Yes.

29504. *Mr. Acworth.*—Should I be wrong in saying that long after the time when the Commission system was introduced, the Melbourne newspapers, the *Age* and the rest of them constantly charged political influence against the work of the department?—The *Age* newspaper always took up everything against officials generally, and that sort of thing. That was the policy of the paper, but I don't think that any of the other newspapers did, the *Argus* or any of them.

29505. The *Age* is one of the leading papers?—It is the great democratic paper.

29506. Should I be wrong if I said that constant complaints were published year after year of the way the political influences did control the Commission?—I daresay the *Age* newspaper made these assertions.

29507. But in your view there was no ground for them?—I don't think there were any grounds. I never saw any during my long experience with them.

29508. I want to get it on the notes, because you stated earlier you never heard of complaints. I quite understand you did not believe them, but complaints were rife?—I don't think it would be correct to say they were rife. They may have been in the *Age* newspaper, which was always finding mares' nests in every direction, but I don't think in any other paper.

29509. It was always finding them?—Mares' nests —yes.

Examined by Colonel Hutcheson Poë.

29510. With regard to this question of State ownership and State management, am I right in saying that the history of the Australian Commonwealth in the early days days prior to 1887, when Commissioners—with the exception of Victoria, where they were appointed in 1883—were appointed to look after the railways, was one of direct State administration of the railways?—Yes.

29511. The result of that was there was neither economic nor efficient administration?—I don't think that at all. I think they were very well administered. The great complaint was in regard to the construction of new railways.

29512. They were very extravagant. There was great complaint and that is the reason the Commissioners were introduced, to check the great extravagance and unnecessary expenditure?—Not so much in the working of the railways as in the construction of new railways. Members of Parliament for different places having political influence with the Government tried to get lines through their districts. That was the princpial reason pointed out.

29513. That was the point that was made, that the system did not conduce either to economy or efficiency?—No.

29514. With a view to obviating these defects the Railway Commissioners were introduced into the different States?—Yes.

29515. Am I right in saying that the result of that change was to effect a very great improvement in Victoria. I believe that after Mr. Spaight and his colleagues were introduced, economies to the extent of £70,000 a year were introduced in a very short time?—Yes.

29516. Similarly in New South Wales. The Commissioners there came into being in 1888. Within four years the net earnings had increased by 56 per cent. and the working expenditure had been reduced from something like 66 to 54 per cent.?—I can hardly credit such great improvement, but it was extremely large.

29517. Not only were those economies and increased earnings brought about without any increase, but rather with a reduction both in passenger and goods rates?—Yes. I think a great deal was due to the very efficient men who were got—Mr. Spaight and Mr. Eddy—who both were great railway lights.

29518. One essential of the Commissioners is that they must be very strong men —Yes, and have a great knowledge of the technical part of railway work.

29519. And also to be not likely to be influenced by political pressure?—Yes, and I think that is one of the great reasons that the effect of the Railway Commissioners was so beneficial. With one good man at the head of affairs he saw that everything was done properly, whereas with a number of little lines you cannot expect all the managers to be very talented.

29520. Would your experience of the working of different railways in Australia lead you to say that if, in the event of the unification of Irish railways, some body were placed in charge of them, that body should be made up of the very best men who could be got, both from the railway and the public point of view, and should be made independent as far as possible of political pressure, and from any influence or superior authority short of that which was necessary to secure thorough responsibility?—In Ireland I think that would be necessary, and with that proviso I think there can be no doubt that unification of the railways under a central authority would be an advantage.

The adoption in Ireland of the Australian system of control of the railways by Commissioners, if State-purchased, recommended.

29521. I think you said there were no strikes. Was not there a strike on the Victorian lines in 1903?—I was not in Victoria in 1903.

29522. I think there was a strike at that time. It has often been urged as an objection to a State system that the employees of such a system would be apt to make themselves very objectionable, and could demand any terms they liked, and if those terms were not granted would strike to enforce them. I believe there was a strike in Victoria in 1903 on very much the same grounds as the threatened strike now before us in England. The Premier of Victoria practically refused to allow the employees of the railway to be connected with the trades union, and they struck, and, finding that the public did not come to their support, the strike collapsed in a very short time, showing that where they had a firm man to deal with, and where the public came to the rescue of the authorities, there was very little danger to be feared from a strike. The principle on which the Australian railways are worked appears to differ from that on which the State railways on the Continent are worked. On the Continent is it not a fact that they are worked more or less with the view of making a profit for the State?—I know very little about the Continent.

The danger of strikes on State-owned lines no greater than on privately-owned railways.

29523. At any rate in Australia, they are worked with a view to benefiting and developing the country, and are content with simply earning sufficient to pay a small interest on the capital outlay?—Yes. At first when they brought the coal from this particular place I was talking of, they carried it at the actual cost price. In order to develop the coal industry they carried it for what it cost the railway to bring the coal over the line.

29524. From what you know of Australia, I gathered from your answers to my colleagues that you don't see any prospect of a great reduction in rates and fares unless it comes through some unification and control by the State, and you also say that, in your opinion, the profits of a railway can be expended in no better way than in bringing about reductions in general goods and passenger fares, which would be for the benefit of the people of the Country?—Certainly.

The unification and State control of the Irish railways recommended as a necessary preliminary to a reduction in rates and fares.

Examined by Lord Pirrie.

29525. When a line is laid out in Australia is there any special levy from the district that is improved by having the line made, or is it made at the expense of the State?—There is no local guarantee.

29526. None at all?—None.

29527. Therefore the people in the district who actually gain by the railway pay nothing more than people who live 400 or 500 miles off?—It is understood that by developing a new district they improve Melbourne, and improve the State generally.

29528. It is taken as a whole?—It is taken as a whole.

29529. That is what you advocate for Ireland—that railway extensions should be made by the country as a whole, and that the local people should not have to pay anything extra?—Yes. I think that transit generally is a subject for the whole community.

Railway extensions in Ire and by the country as a whole recommended without local guarantees.

29530. Some previous witnesses have said that in case of a consolidation of the railways of Ireland, they rather feared it would be hard to get a good man, that a good many would not go to the Government. Evidently from your experience in Australia

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Mr. T R. Griffin, M.Inst. C.E., Kilkee.

you have no such fear?—I have not. I think quite the contrary is the case. I think that Government billets generally are coveted in this country and everywhere else. I think they get very good beginners, and they can choose their men afterwards.

The certainty of men of ability being available to manage a State-controlled system.

29531. Do you consider the Commissioners acted wisely when a line was no use, or, having been laid down for some reason, was found afterwards not to be desirable in making use of the rails and sleepers to develop other districts to greater advantage?—Yes.

29532. Therefore, you see nothing wrong in taking up the old line?—No, except that a mistake had been made.

29532A. Instead of leaving them to wear out, they acted wisely in removing those rails and sleepers, and putting them elsewhere?—Yes.

29533. *Chairman.*—That is done in England.

29533A. *Mr. Acworth.*—I did not say it was wrong. I thought it the right thing to do, but under the circumstances the question was whether it was right to put them down in the first instance.

29534. *Lord Pirrie.*—Who appoints the Commissioners now—is it Parliament?—The Minister at the time.

Method of appointment of the Victorian Railway Commissioners and their term of office.

29535. *Chairman.*—The Minister of Public Works?—The Minister of Railways.

29536. It is Public Works and Railways?—Not in Victoria. There is a Minister of Railways. I think the Minister makes the appointment, but it is done practically by the Cabinet.

29537. *Lord Pirrie.*—Are the members appointed practically for life in the ordinary course?—From the terms of the appointment I think it is very hard to get rid of them. I think the term is five years.

29538. *Chairman.*—They don't make appointments other than for a term?—No.

Explanation by Dublin and South Eastern Company as to New Ross tallow rates. (See Question No. 29391.)

Mr. Tatlow.—I can now clear up that matter about the rate on tallow in casks from New Ross. The demand for the 18*s.* 5*d.* rate was a mistake, as the special rate of 12*s.* 6*d.* has been in force since 1905.

29539. *Chairman.*—Why did not the railway company reply at once to the complaint stating so?

Mr. Tatlow.—Mr. Coghlan says: "I find that this consignment was invoiced at class rate of 18*s.* 5*d.* per ton, though a special rate of 12*s.* 6*d.* has been in force. As very little of this traffic was at this time passing, the invoicer overlooked the special rate. The receiving station also failed to detect the overcharge. Messrs. Crean complained, and I unfortunately declined the application for a reduction, as my rate-book had no record of the special figure of 12*s.* 6*d.* I subsequently discovered that the latter was in force, and refunded complainant 5*s.* 6*d.* overcharged." So, though there have been mistakes in connection with it, the rate has been in force all the time.

29540. *Lord Pirrie.*—Did they return the overcharge on previous consignments?

Mr. Crean.—This was the first consignment.

Mr. Tatlow.—This is the explanation of the station-master:—"Owing to no traffic having passed for a considerable time, clerk invoiced at high rate, forgetting at the time special rate." The special rate has been in force since the 5th of June, 1905. It is the special rate for tallow in casks.

29540A. *Chairman.*—It is cleared up now; but Mr. Crean's natural conclusion was that the reduction was given on account of the existence of the Commission.

Mr. Crean.—Yes.

29541. *Lord Pirrie.*—If you had not made the complaint?

29542. *Mr. Sexton.*—There were three stages in this matter:—First, Messrs. Crean made a complaint; second, they intimated that they would report the matter to the Commission; and third, they did report it to the Commission. Nothing was done during these three stages. What time elapsed between the report to the Commission and the concession?

Mr. Crean.—Roughly, about a fortnight.

Mr. Tatlow.—The concession was made on the 3rd of April, 1907.

29542A. *Chairman.*—We will say that the clerk, the station-master, and the whole of them blundered over that matter?

Mr. Tatlow.—Unfortunately, there was a mistake in the rate book in Mr. Coghlan's office in Dublin also.

29543. *Chairman.*—That clears the matter up, and the explanation will appear on the notes of the same day's proceedings. You are satisfied with it, Mr. Crean?

Mr. Crean.—Yes.

Mr. M. J. Nagle examined by the Chairman.

Mr. M. J. Nagle, Representative of the South of Ireland Cattle Traders' Association.

29544. Mr. Nagle, I think you appear on behalf of the South of Ireland Cattle Traders' Association?—Yes, sir.

29545. Is that an important association?—Oh, very important.

29546. And the cattle trade, of course, we know, is a very important industry in Ireland?—It practically represents half the trade of Ireland.

29547. You, of course, know the system of charging full wagon rates and half wagon rates, and rates per head, and so on?—Yes.

Complaint as to charges for half-wagon rates for cattle.

29548. I gather it is the principle you object to rather than the details?—Certainly.

29549. Just give us the views of your Association on that subject?—The railway company make a charge for what they call a part-wagon, and we call it a half-wagon. We can load on an average nine fat cattle in a wagon. For a half-wagon load, for which they charge three-fourths of the whole cost of the wagon, we are only allowed four beasts, which we consider a hardship.

29550. *Mr. Tatlow.*—Two-thirds, not three-fourths?—Excuse me, two-thirds.

29551. *Chairman.*—That is to say the half-wagon rate is two-thirds of the whole wagon rate?—Two-thirds of the full cost.

Increase in the number allowed for a half-wagon urged.

29552. What is your suggestion?—That we should be allowed to load five beasts on a half-wagon at one-half the cost of the whole wagon.

29553. What do you state is a full wagon load—ten?—Nine.

29554. You do not load more than nine, but, of course, there are different sized wagons?—Not on the Irish lines here.

29555. What length are they—sixteen feet?—I do not know the exact length.

29556. Is it sixteen?

Mr. Neale (*Manager, G.S. and W.R.*).—13 feet 10 inches to 15 feet 2 inches.

29557. *Chairman.*—They are all generally alike, are they?

Mr. Neale.—They are not exactly alike.

29558. How many are you allowed to load?—What I was about to add was that we would be willing to agree to four fat cattle for half-wagon, provided we were only charged half the cost of the whole wagon for same.

29559. Nine fat cattle are allowed for a full wagon?—Yes.

Mr. Tatlow.—They often only hold eight. There are a great many cases in which they only hold eight, and sometimes only seven.

29560. *Chairman.*—Then the suggestion is that the half-wagon should have five beasts. That five beasts should be allowed to be put into the wagon at half the wagon rate?—Yes.

29561. And that half of the full wagon rate should be charged instead of two-thirds?—Yes.

29562. What about insurance?—That is one of the great grievances we labour under. When we hand our stock over to the railway companies, we are practically at their mercy. If our beasts are delayed, and if they are injured, in consequence of the delay, or are killed on the wagon, or if any of them get dishorned, we have no compensation whatever and no remedy, and the railway company disclaim any responsibility, no matter what condition they deliver our cattle in. I suggest that the present rates are fully high enough, and that railway companies should be compelled to insure cattle on the rail; and till that is done we, in the cattle trade, will be completely at their mercy.

39563. Can you not insure outside?—Of course, we can insure; but that would be an extra charge that the cattle trade could not bear. Surely we have enough to do at the present time to hold our own in the face of the foreign competition we are encountering, where we have to fight against preferential import rates, given for the dumping down of foreign meat and merchandise into this country, and local high rates. That is enough for us to contend against

without going to the extra charge of insuring our cattle, which we could not afford to do at all and keep our trade going.

Mr. Tatlow.—There is no foreign meat that comes in at all at through rates into Ireland.

29564. *Chairman.*—He is speaking of cattle going into England and of dead meat coming into England. I understood what he meant. Now, Mr. Nagle, in other words, to put it into plain language, what your Association mean is this, that instead of the cattle being carried at owner's risk, it should be carried at the company's risk?—Precisely.

29565. Is not that what you mean?—Exactly.

29566. Your Association think that the rates already charged in Ireland are sufficiently high to cover the risk?—Certainly.

Mr. Tatlow.—There is a little misconception there. The cattle rates in Ireland usually are not at the owner's risk, but at the ordinary risk, for we have no owner's risk with respect to cattle in Ireland. It is only the cross-Channel trade which in regard to the sea journey has two rates, the ordinary rate and the owner's risk rate. The rate in Ireland is only one rate.

29567. *Chairman.*—I will put another question to Mr. Nagle. In this association which you represent, are you dealing with cattle moved from place to place in Ireland, or with cattle exported to England?—I am principally engaged in the exporting of cattle to England.

29568. Then you refer to the difference in the existing rates there—to the sea risk. Do you contend that the contracting railway company in Ireland should take the whole of the risk, I will not say from door to door, but from station to station?—Certainly.

29569. Including the sea risk?—What I mean to convey is, that when the steamer reaches its destination the insurance ceases; and if the animal is able to walk ashore and subsequently dies, either at port or during a further journey by rail, we receive no compensation. The sea insurance is a farce. We have no protection whatever.

29570. *Mr. Sexton.*—Because the insurance conditions exclude what are the actual causes of loss?—Certainly.

29571. *Lord Pirrie.*—It is only a sea risk insurance. It has nothing to do with the railway. It is only a sea rate?—A sea rate, yes.

29572. *Chairman.*—We see the views of your Association with regard to that. Now what is the date at which lambs become sheep, according to the scale of charge?—They are charged on the 1st of September.

29573. *Lord Pirrie.*—No matter when they are born?—No matter when they are born; and the most of our lambs are not yeaned till the month of March, and they are charged as sheep when they are six months old. So we are charged the sheep rate for lambs when they should not commence till six months afterwards.

29574. *Colonel Hutcheson Poë.*—A lamb does not become a sheep till it is six months old?—Till it is twelve months old; and we are charged at the sheep rate for a lamb when it is only six months old. A lamb is not a sheep till it is fully twelve months old, and it puts out what are called hogget's teeth, which any man in the trade knows easily; and it is very unjust. I am largely engaged in the sheep trade, and it is a cause of great loss to me personally. I export a great number of sheep, and I have a great many half wagons, and I am only allowed from this month fifteen lambs for half a wagon, instead of twenty.

29575. *Chairman.*—Do you know whether the same date applies in England?—It does, I believe.

29576. Are the lambs earlier in England than in Ireland?—It is an accepted fact that 80 per cent. of our lambs are not yeaned until the 1st of March; therefore, we consider it is quite illegal to charge sheep freight for them on the 1st of September.

29577. It sems to be a tangible grievance. Have you represented this to the railway company?—Oh, several times.

29578. Well?—We found it absolutely no good to write to the railway company about any grievance. We find we get no redress. They simply acknowledge our letters, and that is about the last we hear of it.

Colonel Hutcheson Poë.—This particular complaint was put before the Great Southern and Western Company by the Department in January this year.

29579. *Chairman.*—What Department?

Colonel Hutcheson Poë.—The Department of Agriculture. And the Great Southern Company's reply to the Department was that the same regulation was enforced on the English railways, and they did not see their way to making any change.

Action taken by the Department of Agriculture on the subject of lamb and sheep rates without effect.

29580. *Mr. Tatlow.*—It has been so often stated in this room before the Commission that it is the habit of the railway companies to acknowledge letters and not reply to them that I should like to give that, from my experience, a flat contradiction. Letters are always answered after they have been inquired into?—If I suggest anything that is not the fact I regret it, but I have had a number of communications that have only been acknowledged. I can give specific cases in which we received only acknowledgements of them.

29581. *Chairman.*—I suppose you have not got any proof of that here?—No; I have not, unfortunately, because the question did not arise. This was patent to us all, at least in the cattle trade.

29582. At what date do you suggest a lamb should become a sheep?—The 1st of January—the new year following after they are yeaned.

29583. *Mr. Acworth.*—Then they would be, on an average, nine months old?—Yes; nine months. We are willing to concede that to the company—nine months—in order to be friends with them.

29584. *Chairman.*—What is the minimum number of cattle wagons the Irish railway companies will convey as a special train?—Well, that is a very vexed question to answer. Sometimes they give us a special train for eight wagons, and on occasions, for instance, at a large fair held some time ago in Tipperary town, they refused to give a special train to Cork with eleven wagons.

29585. And there is no rule on the subject?—There is no rule; and our association think that to require eight wagons is too much, and that the railway company should give us a special train with six wagons when the journey is over forty miles, so as to have long haulage.

The question of special cattle trains.

29586. Do you suppose that the custom varies with the various companies, or is it the same with all the companies?—It is generally the same for all the lines.

29587. You said you were refused a special on one occasion?—Yes, on the Great Southern line, for eleven wagons.

29588. But you have had a special for eight?—Yes.

29589. And that was on the same line?—Yes, the same line—the Great Southern and Western.

29590. Now, do you not think that ten wagons would be a reasonable figure?—Well, it all depends on the haulage.

29591. Well, let us suppose about fifty miles?—Well, I say eight wagons would be very reasonable

29592. If the traffic had to be carried about fifty miles?—We will say forty miles. I think that haulage is quite long enough, and if the railway companies are not inclined to give us more accommodation we will not be able to keep on the cattle trade here.

Suggestion that the Railway Companies should run a special for six wagons and upwards of shipping stock.

29593. The cattle trade keeps growing?—That is not my recollection, certainly.

29594. It is up and down, but generally up?—Generally down, sir, the cattle trade.

29595. *Mr. Sexton.*—The heaviest decline we had in the last report of the Agricultural Department was in cattle?—Yes.

Mr. Tatlow.—I think the 1906 figures are in now, and they are up.

29595A. *Colonel Hutcheson Poë.*—Sheep are down; cattle up.

29596. *Mr. Sexton.*—The fall in 1905 was very heavy.

Mr. Tatlow.—But I think 1906 shows considerable improvement.

29596A. *Chairman.*—Now, we all admit that your association is a very important association for this country?—Yes.

29597. Your association would suggest that ten trucks would be a reasonable thing, but you say eight?—Eight.

29598. If there are eight wagons of cattle to be carried a distance of forty miles from a single station you suggest that there should be a rule that such wagons should be carried by special train?—Certainly.

29599. If there is no ordinary train?—Oh, certainly.

29600. I mean in the absence of any ordinary train?

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—Oh, certainly. Provided the ordinary train reaches its destination in time for shipment of stock.

29601. Now, we go on to the next subject. Why do you refer to the Board of Trade, as I see you do in this proof that I have got before me?—Well, I think there is a court, but, personally, I have had no experience of the Board of Trade.

29602. Then, I will not ask you about that. But of course you are right about the Railway and Canal Commissioners' Court?—Oh, yes; but it is too costly to be of any practical use to us.

The substitution of a cheap local tribunal for the Railway and Canal Commission Court recommended.

29603. Too costly to be of any practical use to you, and I suppose that rather than face that court as at present constituted, you would submit to certain rates that you think unreasonable?—We have no alternative.

29604. But I suppose you would favour some kind of a public court—a remedy through some public department?—Oh, certainly.

29605. If a cheap and quick means could be arranged?—Of course.

29606. In this country?—Yes, sir.

29607. And, I suppose, with regard to the cattle that the members of your association send, they load themselves?—They always send themselves, and load themselves, without any assistance whatever from the railway servants.

Complaint as to the insufficient assistance afforded by the railway companies in the loading and unloading of cattle.

29608. That is a condition of transit, is it not?—I do not believe it is. I believe the railway porters are supposed to help us in loading the cattle and unloading them. I believe they are paid for it.

29609. The railway company have to whitewash the wagons, and all that sort of thing?—Yes, they have. That is about the only thing they do not ask us to do.

29610. They clean the wagons themselves?—Yes; but I am informed that we are charged for same in the rate struck.

29611. But you think that they should assist in loading?—Certainly; it would avoid scenes of great confusion and unnecessary suffering to the animals if we had a sufficient staff of railway servants; but I believe that some of the railways are working short-handed. For instance, at Mallow Fair, I happened to be there, and there were only two railway porters, who evidently knew little or nothing about the business of loading and looking after live stock; and I spoke to the stationmaster, and he told me that some of them were engaged at Knocklong. Some of the inspectors and people who would superintend the loading of the cattle were at Knocklong Fair, and some were at another fair, and the fact remained, that for Mallow Fair the station was not sufficiently manned; and cattle suffer a lot by being beaten and all that sort of thing, where there is not a sufficient staff to see them loaded properly.

Instances of insufficiency of staff at Great Southern and Western stations on fair days.

A general improvement visible in the transit of cattle in the last few years.

29612. There has been a great improvement in the last few years in the transit of cattle?—There has been a great improvement since the inception of our association, because up to that time cases occurred, and I have some of them here, that I can state, where cattle coming from fairs at Lismore, Abbeyfeale, and other places, were confined in the wagons seventeen or eighteen hours before they could get to Cork.

29613. That was exceptional?—It occurred repeatedly.

29614. You do not say that that is a general thing?—Oh, not now.

29615. You are speaking of what was?—Oh, of what was.

Alleged to have been brought about by outside pressure on the railway companies.

29616. Do you agree with what I asked just now, that on the whole the conditions of transit are very much improved in recent years?—They are improved only by the pressure brought by outsiders on the railway companies.

29617. And you attribute it to the pressure brought by your association?—Certainly.

Examined by Mr. Sexton.

Allegation that the companies charge for loading and unloading in their cattle rates while not performing the service.

29618. Do you always load and unload the cattle?—Yes.

29619. It is the invariable practice?—Yes.

29620. Does the rate charged include any charge for loading and unloading?—I am not quite clear on that point; I believe it does.

29621. Do you think that with the rate charged for conveyance there is included also a charge for loading and unloading?—I do, sir.

29622. You may take it from me that if the service is not rendered the law does not allow the charge?—Yes.

29623. Has your association ever ascertained whether or not the rates which you pay include any charge, for services not rendered by the railway company?—Not to my knowledge.

29624. I should advise you to apply yourselves to that question?—We find it a hopeless task to apply to the railway companies; we are so disheartened by repeated failures with respect to transit, we are disheartened by so many failures.

29625. What is the strength of your association?—300 members.

29626. Living all through Munster?—Living all through Munster.

29627. And I suppose transacting the bulk of the cattle trade of the South of Ireland?—Yes, practically the whole of it.

29628. About the wagon rate, when you consign a fraction of a wagon load, do you ask that the rate for the fraction should be in the same proportion to the full rate, as the fraction is to the full wagon?—Yes, that is what we ask for.

29629. Well, it is very different from that now?—Oh, of course it is.

29630. You would be satisfied, perhaps, with a compromise. I mean that if the rate for the fraction approximated to the fraction itself you would not ask for precisely the same proportion?—No.

29631. For instance, as you say, you put nine beasts into a wagon, or, as Mr. Tatlow says, eight, or sometimes seven?—I do not agree with those figures, seven or eight.

29632. I know; but taking these figures, would you say that two head of cattle ought to be carried for a fourth of the wagon rate, or would you be satisfied with something more?—Yes, we would be satisfied with something more, that would be reasonable.

29633. It is sometimes urged that when you send a fraction of a wagon-load the railway company have to use a full wagon. That is no fault of yours?—No. In England, if they get a half wagon another man is allowed to make up the other portion of it. It is divided into two by a sliding bar.

29634. When the railway company say they have to use a full wagon, you can retort, "Let them fill it if they like"?—Yes; that is so.

29635. Do you think that this question of imposing high rates for fractions of wagon loads tends to make small consignments too costly?—Certainly.

29636. And so to discourage the trade?—To discourage the trade and destroy competition.

29637. Now, after listening to your evidence, I have to ask you in what cases have you really got compensation for damage on the line?—Well, personally, I never got any compensation from the Great Southern and Western Railway Company for any beast.

29638. How long have you been in the trade?—About twenty years.

29639. Had you many losses in that time?—A great many losses.

29640. And no compensation?—I never got a penny.

29641. Never a penny?—Never a penny. No use to apply for it.

29642. What was the rate?—It was a rate made specially by the company for themselves—for their own benefit.

29643. There is the company's risk rate and the owners' risk rate?—I mean the local company; for instance, if I have three or four beasts, and send my cattle to Cork, say, from any station, and if anything happens those cattle in transit I won't be compensated a penny.

29644. You could not add anything to what you have already stated—that, in your twenty years' experience, you never got a penny compensation?—Never a penny.

29645. Does the rate purport to be the company's risk rate or the owner's risk rate?—The owner's risk rate.

29646. *Mr. Tatlow.*—That is not so?—If it is not the owner's risk rate why does not the railway company give compensation when any of our animals are injured?

Mr. Tatlow.—In fact there is no condition attached as to owner's risk.

Mr. Croker Barrington, Solicitor.—It is the ordinary company's liability that attaches with regard

to animals; I know as a lawyer on the part of the Great Southern and Western Railway.

29646A. *Chairman.*—It is an extraordinary statement that has been made—that a man that has been in business for twenty years has never got a penny compensation.

29647. *Mr. Croker Barrington, Solicitor.*—I know I have often defended cases where we have been beaten and we have had to pay?—(*Witness*).—Here is a case in point. On the 5th of March, 1906, five cattle were loaded, belonging to a member of our association, Mr. Laurence O'Keeffe of Newmarket. They arrived at Kanturk ten minutes after, which is the time the train would take between Newmarket and Kanturk, and, after arriving at Kanturk, one of the beasts was dead. They were loaded in perfect condition. We applied to the railway company for the usual grant for the price of the beast—ten guineas—and they absolutely repudiated any liability whatsoever. In the first letter, of course, we got the usual acknowledgment, but in the letter that was given in reply, after inquiries being made, it was suggested by the railway company that this cow was killed because, when passing under a bridge, the wagon was an uncovered one, which is against the Department's regulations, and that she got a fright and died. So that gentleman had to lose his ten guineas because the railway company had not their wagon covered.

29648. *Mr. Sexton.*—The cattle trade there is conducted under such conditions of transit that the ordinary company's liability mentioned by Mr. Croker Barrington is limited in such a way that the companies do escape liability?—Of course they do.

29649. Is there a letter from the railway company on that case?—Oh, yes, sir; we can produce it any time you wish.

29649A. You can send it to the Secretary.*

Mr. Neale.—I know the case. The animal was loaded at Newmarket for Kanturk, and there was no shock or anything, and when it arrived at Kanturk the animal was dead. There was nothing to show what killed it, and it could not have been anything on the railway that killed it. There was only the one train.

29650. *Chairman.*—What is the distance?

Mr. Neale.—Five miles.—(*Witness*).—The beast was examined by a veterinary surgeon in Cork, and he said that the beast died from great violence.

29651. *Lord Pirrie.*—You did not apply to the Courts?—No; because it was useless to go to law with the railway company.

29652. *Mr. Sexton.*—Taking your evidence as it stands, does it matter whether there was one train or a hundred trains?—Certainly not.

29653. Or what might have happened; because in no case is compensation paid?—In no case.

29654. Can you say whether there are any cases amongst the other members of your Society in which they do get compensation?—I believe they do. Some of the members who are largely and extensively engaged in the trade, and I will number them on the fingers of one hand, and they have practically a great control over the railways and the shipping companies. These men, I believe, will get compensation; but the little or smaller traders who help to make that healthy competition, without which our trade could not exist, never get any compensation whatsoever.

29655. *Mr. Croker Barrington, Solicitor.*—I should like to say that any case that comes to me is investigated on its merits?—We believe that the big men in our trade privately settle their claims, and have no need to be members of our association, but a man, like myself, working a small trade, can never get anything from them.

29656. *Mr. Sexton.*—Substantially you say that men of your class have to conduct this important trade on the condition that there is no compensation for damage?—Certainly.

29657. *Chairman.*—I think you say that case you mentioned is not your own case?—No, no.

29658. You have been in business twenty years?—Certainly.

29659. And you have had claims against the railway company?—Certainly.

29660. Can you not give us a case of your own within a recent period; within two years, say?—Well, not two years.

29661. Within three years or four years?—I can—four years.

29662. And that will be much better, for we shall then be dealing with your own case?—But this is a case typical of what is occurring every day.

29662A. We would rather have a case of your own. You stated that you have never had compensation for twenty years, and you must have a good many cases of your own?—And my father, who has been in the trade, that was his experience also.

29663. *Lord Pirrie.*—He said it was useless to apply.

29633A. *Chairman.*—He will give us one of his own cases.

Mr. Croker Barrington, Solicitor.—And the case will be sent to us by the secretary, so that we may look at it.

(See Appendix No. 16).

29664. *Chairman.*—You may take it for granted that we will take no action till you have an opportunity of seeing it?—If I have not put in a claim it does not prove that I have not lost beasts of my own; but I think this case that I stated is a good one. We cannot get anything better to show the state of things that does exist. As against the Great Southern and Western Railway we are quite defenceless, we small traders.

Allegation that small cattle traders get no redress for losses from the Great Southern and Western Railway Companies.

29665. *Mr. Sexton.*—That is the point you persist in stating?—Yes.

29666. That you suffer loss and do not get compensation?—Yes; that is my case.

29667. It is difficult, you say, to pay the present rates and make a living?—Certainly. I do not know that there is anything more keen than the competition in the cattle trade. It is becoming more keen with foreign competition and preferential rates for meat coming into England and very high and excessive rates on Irish cattle to English and Scotch ports.

High transit charges and foreign competition in the English markets have seriously crippled the Irish cattle trade.

29668. We know that for the system of importing supplies of dead meat to Great Britain from abroad the rates are very favourable?—Yes.

29669. And I suppose you can tell us that the actual imports of dead meat into Great Britain in competition with Ireland have vastly increased within the last fifteen years?—Yes.

29670. Enormously increased?—Enormously increased.

29671. And that should restrict the competing trade in Ireland?—It should.

29672. If it had not progressed so far your trade would be extended?—Yes. If it were not for the excessive imports, instead of exporting £9,000,000 worth of cattle we could export double that amount.

29673. This country is capable of raising a far larger supply of cattle than it does now?—Well, of course, it is.

29674. And then you say that the rates press too hardly upon you, and that insurance ought to be provided by the railway companies?—Certainly.

29675. What percentage of the rate would the insurance be—could you insure the beasts for five per cent. of the rate?—Oh, no; I think that would be too high.

The existing cattle rates sufficiently high to compensate the Railway Companies for accepting all risks in transit.

29676. You think that while you cannot afford any addition to the rate, that charge for insurance, relieving the railway companies of all claims, might very well be paid by them?—By including it certainly in the existing charge.

29677. They would have a cessation of all claims?—Certainly.

29678. *Lord Pirrie.*—A percentage of the value, not of the rate?—We believe that the existing rates are sufficiently high to entitle us to the full value of any beast killed or injured in transit.

29679. *Mr. Sexton.*—Now if the railway companies find that if they lower their rates they cannot pay their dividends, and the value of their capital would go down and their shareholders would suffer?—Well, if they do not lower their rates they will pay smaller dividends, because it will be impossible for us to work our trade.

29680. Well, to prevent a further decline of traffic, and to enable Ireland to stand up against foreign competition and to hold her own, do you think it necessary that these lines should be united into one system and taken over as public property?—Certainly.

The working of the railways by a public authority and the application of surplus profits to rate reductions recommended.

29681. And worked by an authority, responsible to the people, using the profits of the lines to reduce the rates?—Certainly; that is the idea.

* See Appendix No. 16.

Oct 16, 1907.

Mr. M. J. Nagle, Representative of the South of Ireland Cattle Traders' Association.

Examined by Mr. ACWORTH.

29682. You said you were disheartened by repeated failures to get redress?—Yes.

29683. I thought that you told us that since your association had been established it had done a great deal?—It does, as far as it applies to the transit of the stock itself, the earlier arrival and speedier transit from fairs to the port of distribution.

29684. Then your association has got redress in a very important matter?—Yes; but even now we have many complaints of delays in transit.

The difficulty in getting redress for any loss incurred in transit of cattle a serious grievance.

29685. Why should you be disheartened—you ought to be encouraged to go on further?—I meant that remark to apply to any claims we had against the railway company for any loss incurred en route.

29686. How long is it since you had a loss yourself?—Well, about four years.

29687. You have not had any losses for four years—you have not had occasion to make a claim?—Well, I could not say that.

29688. Now, I understand you want the railway company to employ more men to load trains?—Yes.

29689. You never saw cattle loaded that there were not some of the company's servants superintending?—I did.

29690. Did you ever see wagons being loaded without experienced servants of the railway company being there at all?—Certainly; oftentimes.

29691. I am surprised to hear that. At any rate you want more men?—Yes.

More help at cattle loading banks and more special trains required.

29692. And you want the company to run more specials than they do?—Yes.

29693. And that is more expensive to the companies?—Of course it is.

29694. And you want the company to cover your losses by practically giving you an assurance, and that without questioning whose fault or anything, if there were damage the company should pay?—Yes, but only where the fault lies with the railway company. We believe it would do much to restore friendly feeling between the company and the cattle traders if there was an assurance.

Demand for insurance of cattle in transit by the railway companies and a reduction in half wagon rates.

29695. It would do much to satisfy the cattle trader, but would not he also pay the company less than now, because you want them now to lower the rate for half wagons?—I do not think I said to lower the rate.

29696. You want a half wagon at half the whole wagon rate?—Yes.

29697. So that you would pay less on a half wagon consignment?—Yes.

29698. Now, supposing the State took over the railways, the State will have to spend more money on those railways?—I think so.

29699. And it would employ more men and run more special trains, wouldn't it?—Yes, but it would be increasing the trade.

29700. But it would cost them more money?—I do not believe it would, under one management.

29701. But if they employ an extra amount of help for the cattle it would cost more than if they do not?—Yes.

29702. Then it will cost them more money?—The cost will be infinitesimal.

Examined by Colonel HUTCHESON POË.

29703. Only one question. I do not know whether you know Mr. O'Connor who represents the Meath Cattle Traders' Association?—Is it Mr. George O'Connor.

29704. Yes?—I do.

29705. He gave evidence before us that he would be very glad to see a rate compulsory on the trader as well as on the railway company, under which they would come to an arrangement for insuring the animals?—And what was the compulsory rate?

The present rates for cattle sufficient to cover insurance as well as cost of transit. The absence of through cross-channel cattle rates *via* Cork has seriously injured the live stock trade of that City.

29706. A small additional contribution to cover the rate, so that the trader would not feel it. He calculated that 1½ per cent. would cover it. He said, at any rate, that he thought the cattle traders would be willing to pay a small premium in addition to the conveyance rate that would cover them for all losses incurred in transit?—Well, we believe that the present rate should cover insurance.

29707. He did not complain of the rate to any very great extent, and I do not think we have had any evidence as to the rates for cattle being unduly high?—In Cork we are peculiarly neglected with regard to rates, because we have no through rates *via* the port of Cork. I have no hesitation in saying that the want of through rates has taken away from our city at least 25 per cent. of its live stock trade; because our members find that we can ship our cattle much cheaper, and as a rule they are landed in a more expeditious manner in the various ports of England than if we send them *via* Cork. We can send a wagon of cattle from Mallow to Carlisle for £5 19*s.* *via* Dublin; total *via* Cork, £8 14*s.* 1*d.*

29708. *Lord Pirrie.*—That is double?—Difference in favour of Dublin, £2 15*s.* 1*d.* per wagon.

29709. *Colonel Hutcheson Poë.*—You say that the present rate should cover insurance and everything else?—What I would like to impress strongly on the Commission is that we are so handicapped at Cork by the want of a through rate while other ports get preferential treatment that it is a great hardship. We have no through rate for our port. I understand that other companies are quite willing to have a through rate struck, but the Great Southern demands its full local rates.

29710. On the through rate?—The full locals on the through rate which almost all the companies are willing to give.

29711. *Mr Sexton.*—Do they take lower rates than through rates by the other ports?—That we do not know. They always keep that to themselves.

29712. *Colonel Hutcheson Poë.*—The English companies get a very small proportion?—A great many men who are largely interested in the trade of our city are contemplating a change of residence altogether, because they say it is far better to live in Dublin or Waterford than it is in Cork owing to this want of a through rate.

29713. When you speak of sending cattle from Mallow to Liverpool, how do you send them?—By Dublin.

29714. Or by Waterford or Rosslare?—We do not send them by Rosslare or Waterford.

29715. By Waterford?—Yes.

29716. And by Dublin, also?—Yes.

29717. And I understand that the English railway companies, or those connected with Dublin, and the Great Southern and Western, give Dublin preferential treatment over Cork?—Certainly, and it is one of the few points on which the preponderating influence exercised by the English railway companies on the Great Southern and Western is apparent. Because we have an idea in the cattle trade, rightly or wrongly, that it is owing to the action of the Great Western of England that they won't allow a through rate to be struck *via* Cork; because in the case of any live stock conveyed from Mallow by other routes than Cork, *via* Waterford, the Great Western Company have a large share, if not three-fourths at least, of the trade, because their boats convey them, and of course they have their trains on the other side, whereas if we bring them to Cork our local companies share in the freight. It is a matter which is quite hampering and destroying our trade in the South, as we have no chance of extending our trade under these conditions, and it is very unfair competition.

29718. *Chairman.*—Has there never been any through rate?—No, sir; and we have to encounter competition from all parts of Ireland. And in the sheep trade, that I am particularly acquainted with, these men can land their sheep in any part of England eighteenpence a piece less than I can by Cork.

29719. Why don't you do the same?—Well, we have land for accommodation purposes. The land is practically valueless to us except to keep our sheep overnight or for two or three nights before shipping; and if we send them to Dublin or elsewhere, of course we lose what we derive from putting them on the land at night. And another point, and it is a sound and a great point, is this, that a lot of the English trade now is done direct between the cattle trader and the meat consumer in England through the railway companies, and if I were sending out cattle or sheep to the London market, buying on commission, it is not very much to suppose that it is likely these men I was sending to would say, "Why should we not get the local man to buy; as he is in a position to send them cheaper than these men, who have to come from Cork to Waterford to buy them?" And it is extraordinary that we should be compelled to send our trade by another port rather than the legitimate one. And why the Great Southern won't consent is because it would be a longer voyage from Cork to ports in Eng-

land, and the rate would necessarily be less, and therefore the Great Southern would have to take less than if we sent by Waterford or Dublin.

29720. *Colonel Hutcheson Poë.*—In other words, if your contention is correct, the protection clauses which were inserted in the Amalgamation Act, under which Cork and Waterford were given protection with regard to other ports, are not of very great value?—They are of no value whatsoever as regards Cork.

29721. Then, with regard to this question about lambs, do you think it would be any advantage if the trucks were divided into separate compartments in one of which eight or nine lambs could be separated off, and then the rest of the truck used for another consignment?—Oh, yes, but it would involve money.

29722. It would not involve a very great cost, but that is the idea I suggested?—I think the trade would scarcely warrant it.

Examined by Lord PIRRIE.

29723. I understand you to say that your not getting through rates is the reason why you only send out 32,000 cattle in the year from Cork against 113,600 from Belfast and 135,000 from Dublin. Is that the reason?—That is the sole reason, the want of through rates.

29724. And therefore if you had a through rate, do you consider, as living in Cork, that your proportion would be similar to what it is in Belfast or Dublin?—Certainly. There is no reason why it should not be.

29725. Then, following up that, you would not send 34,000 calves, whereas Belfast only sends 735. Have you any special advantages as regards the trade in calves?—Of course we have. We raise one-eighth to one-sixth of the entire cattle of Ireland in the County Cork, and therefore we have a greater supply to draw on for calves and young cattle than any other cattle dealers in Ireland have.

29726. Do you say that you export more from Cork than is exported from any other port?—We export more calves than any other county.

29727. How is it that with your limited cattle export trade in Cork you are enabled to ship calves to the number of 34,000 against Dublin shipping only 11,000, and Belfast 735?—Ship them to England?

29728. Yes?—That is the reason I have given you, that we raise so much cattle.

29729. How do you manage that without through rates?—Well, of course, I may tell you that at least fifty per cent. of these calves are brought over the Bandon line to Cork, and we have, therefore, a special feeder for Cork that any other county cannot very well avail of. Forty per cent. of these calves are shipped *via* Cork.

29730. And if you had really satisfactory through rates would that also increase the exportation of calves?—I have no doubt that it would, because it would give facilities for more buyers from the centre and midlands to come down to Cork if we had through rates everywhere.

29730A. I will only ask you one question, because I think you probably over-estimated in an answer you gave a little while ago on another point. If you got all you have asked for from the railway companies you said you could increase the cattle for exportation from nine millions in value up to a hundred millions. Surely that is a little bit in excess. Could you double your traffic if you had really all you want?—Well, I have no doubt we could.

29731. That is about the proportion you would like to put in your evidence?—Yes; I think so.

29731A. *Mr. Sexton.*—His meaning is the cattle supply is inexhaustible, within the probable limits of the trade.

29732. *Lord Pirrie.*—I think he would be justified in stating that the traffic would be doubled.

29733. *Mr. Sexton.*—Double the value of the export?—(*Witness*).—Double the value of the export.

29734. *Lord Pirrie.*—Another point. Did I understand you to say that in England the wagons were divided in two?—Yes.

29735. And therefore one man could have sheep or cattle at one side and another at the other side. Is that so?—It is.

29736. And it is done in Ireland only in a very exceptional case?—They will not do it at all for us.

29737. But it is done in England?—Oh, yes.

29738. Have you ever brought that before the Railway Commissioners?—I do not think they have.

29739. Have you ever brought it before the Agricultural Department?—No; I do not think so.

29740. In fact this is the first time you have brought it forward?—Yes. The only other thing that I have to say is that we believe that if the Irish railways were nationalised under proper control there would be great economy in the working of the combined lines.

29741. You are strongly in favour of that?—I am instructed by my Society to say that.

29742. That you would like to see the railways nationalised?—Yes.

29743. Under some Irish management?—Under some Irish management.

29744. *Chairman.*—But you have told Mr. Sexton that?—I quite forgot it.

29745. *Mr. Tatlow.*—Will you kindly ask Mr. Nagle to give the date at which the Great Southern Company refused to give a special for eleven wagons for Tipperary?—*Witness.*—Certainly; I can get it for you in two or three days.

29746. *Chairman.*—Send it to the Secretary here?—Yes; I can get the date.

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Mr. M. J. Nagle, Representative of the South of Ireland Cattle Traders' Association.

The possibility of doubling the export cattle traffic from Ireland under more liberal conditions of transit.

English cattle wagons are divided.

Nationalisation of the railways under the control of an Irish public authority advocated.

(See Appendix No. 16).

Mr. P. FITZGERALD examined by the CHAIRMAN.

29747. You also appear on behalf of the South of Ireland Cattle Traders' Association?—Yes.

29748. Now, you have some new matters to bring before us?—Only about the wagon rate.

29749. We had that before?—I don't think you had. I don't think the figures were given to you.

29750. Well, give us the figures?—As to the position of Cork, it has not got the benefit of this through rate.

29751. But we had that already. That was referred to by the previous witness—the injury to the district in consequence of there being no through rates in operation for Cork?—I want to give you the rates between the Limerick Junction and Mallow and the wagon rates.

29752. Well, give them to us?—On the 10th of last November we had a fair at Kilmallock. There were two members of the Cattle Trade Association there; one of them sent forty-two calves *via* Dublin to Chester; and the other could get no wagon to go the same day. The company was short of wagons, and they had to be sent from Cork. One man sent two wagons *via* Dublin to Chester at £5 7*s.* per wagon, or £10 14*s.* for the two; and the other man sent his two wagons to Cork for the boat, the charge being £1 4*s.* 8*d.* from Kilmallock to Cork; that is £2 9*s.* 4*d.* for the two wagons to Cork, and fifteen guineas he had to pay from Cork to Chester. So there was a difference in favour of Dublin of £7 10*s.* 4*d.*

29753. That was a large amount in excess of what was paid for the same quantity of stock going at the through rate?—Yes; that is one of the instances to show how the port of Cork is handicapped.

29754. And of course in addition to the saving effected the time by Dublin was shorter?—The cattle that came by Dublin were in Chester at ten o'clock on the following day. The cattle that went by Cork did not arrive till the day after, and lost the market.

29755. Have you any instances from Mallow to Carlisle?—Yes. I sent 200 calves to Dumfries and I sent about twenty or twenty-two in each wagon. I sent a wagon of calves by Dublin for £5 10*s.*, and if you sent by Cork the cost would be 14*s.* from Mallow to Cork, and 8*s.* apiece from Cork to Carlisle.

29756. And what would be the total cost in that case?—£8 14*s.*, and £5 10*s.* by Dublin.

29757. And from Thurles to Carlisle?—It is the same rate. And the company have made a cheaper rate in fact than from Ballybrophy. They charge more from Ballybrophy than from Mallow.

29758. The same distance?—Oh, Mallow, I suppose, is very nearly sixty or eighty miles further up. They would charge as much from Maryborough as they would from Mallow into Carlisle. There is

Mr. P. Fitzgerald, Representative of the South of Ireland Cattle Traders' Association.

Comparison of the charges on calves from Mallow to Carlisle *via* Dublin with the freight *via* Cork.

Cross channel cattle rates from Ballybrophy *via* Dublin higher than from Mallow.

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Mr. P. Fitzgerald, Representative of the South of Ireland Cattle Traders' Association.

no difference, and from the places from Maryborough down they raise their rates.

29759. It costs more by Cork from Mitchelstown to Cambridge in consequence of the want of a through rate?—Yes.

29760. With reference to the doors of cattle wagons what do you suggest?—I suggest that doors with hinges would be the safest.

29761. Falling doors?—Falling doors.

29762. Are there any wagons fitted with them?—There are a good few.

29763. The modern wagons, I suppose?—Yes, some of them.

The general adoption of falling doors for cattle wagons suggested.

29764. And the old ones are not?—No; very few of them.

29765. And with the falling doors you contend, I suppose, that the cattle are more easily loaded?—Yes, and more safely. At a recent fair a man had cattle in a wagon, and the door slipped, and one of the cattle near the door fell, and his back was nearly broken before he was got up. They are in many ways dangerous.

29766. Is there a cattle trade on the Kerry line?—There is.

29767. And is the train service good for the cattle traffic?—No, sir.

An improved daily service for cattle between Cork and Dublin required.

29768. Why?—They have made the rate so cheap from Mallow that all cattle are going by Dublin. Very few cattle go to Cork. They have made their wagon rate cheap, and the company want to carry it by Dublin. They favour the rates everywhere by Dublin.

29769. The cattle traffic must be considerable between Cork and Dublin. What time does the Cork train start—the goods train by which cattle is carried?—About eight o'clock at night, I think.

29770. Are you sure it is not ten?—There are two—one leaves at ten, I think, and the other about eight.

29771. What time are they due in Dublin?—About six in the morning, I think, and in some cases later.

29772. Six o'clock is in time for the Dublin market?—No, it is not. You could not show cattle coming off a train at that hour. They would not show very well after being crushed up in wagons.

29773. Your suggestion is that a live stock train should run to Mallow, and there be attached to the Tralee goods train, and that would be an improvement in the present mode of working?—Yes.

29774. To get the cattle earlier into Dublin, so as to be in time for the Dublin market?—Yes.

29775. And that would be to the advantage of the senders and the owners of cattle?—Yes.

29776. *Mr. Sexton.*—Do you think that the Board of Trade or the Department of Agriculture, or even the Railway Commission, have made any practical impression upon the working of the railway system?—I don't think so, from the point of view of Cork; none that I know of.

29777. Would you say that they are useless, so far as you know?—Well, in the South I don't see that there is any good done in the trade, any way for the sending of cattle.

29778. You heard Mr. Nagle give his evidence?—Yes.

29779. Do you agree with him, that the interest of the country imperatively requires that the Irish railways shall be worked as a united system, by an Irish authority, responsible to the people of Ireland?—I do, sir.

29780. Is that the judgment of your association?—Yes; and of all the members.

29780A. Now, I want to ask some questions of Mr. Nagle, as to the want of a through rate, if he has no objection to answer them.

Mr. M. J. Nagle, re-examined by Mr. Sexton.

Mr. M. J. Nagle, Representative of the South of Ireland Cattle Traders' Association.

29781. Do you submit that, according to the accepted principles of transit, the route from Cork being more of a sea route than the other, the rate paid should be lower?—Certainly.

29782. The figures quoted by Mr. Fitzgerald show that in the case mentioned the rate from Cork exceeds the rates from the other ports in a proportion varying from one-eighth of the whole rate to nearly double?—Yes, that is so.

The inconvenience and loss entailed by the absence of through cattle rates *via* Cork.

29783. And if the trade is hard-driven by Continental and foreign competition, that surely would be an intolerable burthen?—Of course it would.

29784. I mean the difference between paying £10 14*s.* and £18 4*s.* 4*d.* for two wagons of cattle to Chester might amount to the difference between profit and loss in the market?—Of course, it does, and probably more. We do not get so much profit as that by two wagons of cattle.

29785. So the man who sends the cattle in this way from Cork is likely to incur a loss?—Of course. Therefore, in most cases, our members cannot avail of the natural port, which is Cork, or get them shipped under their own supervision, which means a good deal—stowage and all that. In many ways they would want the business to be transacted under their own supervision. If the cattle are going by Dublin, it means that probably they must give their cattle over to the care of the company, as perhaps there may be an important fair next day that they have to attend.

29786. They have to let the cattle pass into other hands and send them by devious and inconvenient routes?—That is so.

29787. Now does the transit through Cork cost the total of all the local rates?—I should say it does—the total.

The interest of the English railway companies having steamers in Dublin and Waterford opposed to through cattle rates.

29788. The benefit of through booking is wholly lost?—You have to pay from Kilmallock to Chester *via* Cork what would be the total of the local rates between the two places?—Yes.

29789. Now, I wish, if possible, to understand the cause of this. Could the cause be this—that the English railway companies who own the English lines to the points of destination run boats themselves from Waterford and Dublin?—Certainly that is one of the great contributory causes, if not the greatest.

29790. So that, in the cases of Waterford and Dublin, the railway companies get also the advantage of carrying also by sea?—Yes.

29791. And the railway company can settle the matter without allowing any steamship company to intervene?—And they do.

29792. And that secures through rates from Waterford and Dublin?—Yes, and it leaves our company, the only independent company—the Cork Steampacket Company—out in the cold.

29793. And the existence of these railway companies' lines of steamers from Waterford and Dublin probably makes the other steamship companies trading from those ports more easily to deal with by the railway company?—Waterford is the only port in which sea competition does exist between the Waterford Steamship Company and the Great Western.

29794. The existence of the lines of steamers owned by railway companies running from Waterford and from Dublin would make it very difficult for other steamship companies trading at these ports to refuse an arrangement?—Of course it would. They would lose their traffic.

29795. And that is the state of affairs that secures the through traffic for Waterford and Dublin?—Yes.

29796. And in Cork, is there any competition with the Cork Steampacket Company?—No. But our company are quite willing to have through rates established in connection with the Great Southern and Western Railway and the other companies.

29797. What do you mean by "our Company"?—The City of Cork Steampacket Co., because they see their legitimate traffic diverted from them on account of the through booking. We can send the cattle cheaper by Waterford and Dublin, and that leads to a falling off in their receipts.

29798. And what is the reason that the Great Southern and Western Railway and the Steampacket Company cannot agree on a through rate?—At a meeting in Cork two or three years ago, at the Harbour Board at which Mr. Neale was present, he was challenged with the fact that the Steampacket Company were willing to accept through booking from them provided that the Great Southern did not require the whole of their local rates to be included in it.

29799. Who said that?—The Cork Steampacket Company.

29800. And is your understanding in the matter this, that on the one hand the Great Southern Company want the whole of their local rate out of the through rate, and that on the other hand the Cork Steampacket Company claim the whole of their local rate out of any through rate?—I do not believe they would. I believe that, if a through rate were struck in the morning, it would be much less than the combined one now, otherwise it would be of no advantage to us.

29801. You mean that the Cork Steampacket Company, though unwilling to give the Great Southern the whole of their local rate, would be willing to make terms?—Yes.

29802. But they are not willing to give the Great Southern the whole of their local rate?—No. The fact of the matter is that, pending these two companies coming to a working arrangement, we in Cork in the cattle trade are completely handicapped, and our business going steadily from us, because we cannot stand this extra charge on cattle and pigs.

29803. At present there is no authority, local or other, to bring them to an agreement?—I think not.

29804. If there was a united system of railways in Ireland, do you expect that they would be quite impartial as between the different ports?—I have no doubt that they would.

29805. And would direct to each port its natural traffic?—Certainly.

29806. Do you understand that a principal reason for the creation of such an authority would be to fix such Irish export rates as would give this trade especially a better approach to equality of conditions in the competition with the foreign meat trade with England?—So I understand; and it is a matter of supreme importance.

29807. And that would mean a reduction of export rates?—Certainly; what we require very badly.

29808. An united railway authority would not insist on the full local rates to Cork in connection with the despatch of cattle from that port?—Oh, certainly not.

29809. And they could, therefore, you think, easily settle with the Cork Steampacket Company or any other?—Certainly; they are very eager to do so, to my own personal knowledge.

29810. And if they found any difficulty they could have authority to run a line of steamers until they place the matter on a proper footing?—Certainly. They could accept any fair arrangement.

29811. Do you agree with Mr. Fitzgerald as to these details he has given us?—I do.

29812. And, in addition to what you have said as to the working of an united system, you think that these establish an additional argument for it?—Yes.

Oct. 16, 1907.

Mr. M. J. Nagle, Representative of the South of Ireland Cattle Traders' Association.

Unified working of the railways by an Irish authority would enforce equitable treatment of the ports, and assist competition with the foreign meat trade with England.

The Cork grievance in the matter of through rates an additional argument for public control of the railways.

Mr. P. Fitzgerald examined by Mr. Acworth.

Mr. P. Fitzgerald, Representative of the South of Ireland Cattle Traders' Association.

29813. Supposing that you had a new authority, and that it was really impartial between Cork and Dublin, I suppose that would satisfy you?—It is about the difference in the rates that I complain.

29814. But, if there was such an authority, would it not be impartial between Dublin and Cork?—I am sure it would.

29815. Do you think that if it was, Cork would think that it was quite impartial—would not Cork want a little more than its fair share, and would not Dublin also want a little more?—But Dublin is getting it all and Cork nothing.

29815A. But Dublin has been complaining that it has not been getting enough, and going to law to get what it thinks enough. That is all I have to ask.

Examined by Colonel Hutcheson Poë.

29816. The cattle traffic from Cork is a considerable one?—Yes, the county is a great rearing county.

29817. It is half that of the whole of the rest of Ireland?—It is.

29818. And naturally under such circumstances, where you have to send them at such a high prohibitive rate, it must affect the trade very considerably?—Oh, yes

29819. Do you ship them to Liverpool or Bristol?—We ship them to Liverpool and Bristol for Cambridge and all these other markets.

29820. And, as to those figures you give us of the rates, by Cork, that, of course, includes the shipping rate from Cork to Liverpool and Cork to Milford?—It does.

29821. Do you also send by Dublin?—We send a good deal by Dublin.

29822. The sea passage from Cork to Liverpool is considerably longer than the sea passage from Dublin to Liverpool, and you would expect to get it at a cheaper rate?

Mr. Nagle (previous witness).—Yes, because we know by experience that carriage by sea is cheaper than by rail.

29823. *Colonel Hutcheson Poë.*—It would not be correct to say that the sea passage in itself would be an impediment?—*Mr. Nagle.*—That should be a reason why we should get it at a cheaper rate.

29824. *Colonel Hutcheson Poë.*—And the cattle traders are content to send them the longer distance by sea and the shorter by rail?

Mr. Nagle (previous witness).—Yes.

29825. *Colonel Hutcheson Poë (to Mr. Fitzgerald).*—Though you have found that the Board of Trade and the Department of Agriculture, and the Railway Commission have not given much satisfaction as regards the complaints that you may have to make, I would like to ask you whether, as regards trading facilities, shipping accommodation, and things of that sort, there has been any improvement?—There has been an improvement.

29826. In consequence of the action of these different bodies?—Yes, a slight improvement.

29827. With regard to the provision of falling doors and other improvements, the evidence of the officers of the Department has been to the effect that very great improvements have been carried out by the railway companies and the shipping companies in providing better accommodation generally. Has that been your experience?—There has been a little improvement since our society was started in Cork. The railways have done a lot since then.

An improvement in transit facilities observable.

Examined by Lord Pirrie.

29828. Whom do you blame for your not being able to get a through rate?—I blame the railway company.

29829. Is it the Irish railway company, the steamship company, or the English railway companies, as was suggested by Mr. Nagle, to get the longest traffic? Have you made up your mind who is to blame?—The Great Southern.

29830. That is the same as Mr. Nagle?—Yes.

29831. You and Mr. Nagle agree on that point?—Yes. They will give us no help to get through rates.

The Great Southern and Western Railway Company to blame for the absence of through cattle rates *via* Cork.

29832. Then, do you agree with Mr Nagle that the length of voyage from Cork to Liverpool, or Glasgow, or London, rather than going by Dublin or Rosslare, does not injure the cattle, and that, if you have the same through rate from Cork by steamer direct to these ports, you believe that the cattle would be landed in as good condition?—Yes

29833. And, then, you do not agree with the gentleman who said that the long sea voyage prohibited the cattle traffic from Cork, largely?—Not at all.

The long sea voyage from Cork to English ports not any drawback to the cattle traffic being sent by that route.

29834. *Mr. Tatlow.*—I want to ask one question. I would like to ask him if he ever made a request to the Great Southern to run a train from Cork to Mallow to connect woth the 6.25 a.am. from Mallow to Dublin, to enable the stock to come to Dublin at an earlier hour. (*To witness*).—Have you ever applied to the Great Southern for such a train?—No, because I do not send any cattle to the Dublin market.

29835. But the complaint was that you did not get to Dublin early enough to be in time for the market. There is a train leaving Mallow at 6.25, which is due in Dublin at 4.50. Have you ever asked the Great Southern to give a connection with that?—No.

The question of running special cattle trains to Mallow to connect with an early goods train for Dublin.

29836. Or, if you had such a train, do you expect that there would be any cattle sent to the Dublin market from Cork?—They do sometimes.

29837. Would there be a supply to warrant the running of special trains from Cork to Mallow?—I could not say that. Sometimes there might be plenty and other times not.

Mr. Neale (G.S.W.R.).—There is a good explanation which I can give, but perhaps I had better leave it over for the evidence we shall give later on.

Mr. Nagle (previous witness).—We did ask for this

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connection from Cork to Mallow, and we were refused it by the Great Southern.

29837A. *Chairman.*—Because there was not sufficient traffic.

Mr. Nagle (previous witness).—But in dealing with large customers of theirs we would not consider it much of a compliment if even they did run the train at a loss.

Mr. JOHN HORAN, C.E., examined by the CHAIRMAN.

Mr. John Horan, C.E., County Surveyor, Limerick.

29838. Mr. Horan, you are County Surveyor of the County Limerick?—I am.

29839. Of course Limerick is an important centre for the distribution of traffic?—Yes.

29840. It may be described as inland?—Yes, it is sixty miles inland from the ocean.

29841. It is also a port?—Yes.

The importance of Limerick as a distributing centre.

29842. And vessels of a moderate size get up to Limerick?—They frequently come in with 3,000 tons of wheat on board. They enter the Shannon with a cargo of 5,000 tons, but they lighten the cargo at a place called Beagh, and then the vessel comes up to Limerick dock, with about 3,000 tons on board.

29843. I suppose the vessel is aground at low water?—No, it is berthed in a floating dock of about seven acres in extent.

The tonnage of vessels which enter Limerick docks.

29844. They cannot get up the Shannon at any state of the tide?—The very big ones come up at high water springs.

29845. What is the difference between the rise of the tides?—Three or four feet.

29846. But still it is a fact that vessels of 3,000 tons and more are sometimes in the Limerick Docks?—Almost invariably every vessel that comes in is a large one, and 3,000 tons is the minimum.

The imports and exports, and the tonnage for 1905.

29847. What is the chief import?—Wheat.

29848. Do you get coal?—A good deal of coal. There are two steamers direct weekly—one from Glasgow and one from Liverpool.

29849. Go on?—In 1905 the imports were 175,000 tons.

29850. Tons of goods or of ships?—Tons of goods. The exports are of native timber. The steamers take away some of the condensed milk, butter, and articles of that kind.

29851. How many railways serve Limerick?—Five railways. I may say these centre in one station in Limerick—five independent lines.

29852. Independent lines?—They are different branches.

29853. Name the companies serving Limerick?—The Ennis branch is one, the Nenagh branch, and the Waterford branch, the Cork direct and the Kerry line—I should have said five separate lines, not five independent lines.

The railway companies serving Limerick.

29854. What is the Railway Company serving Limerick?—The Great Southern and Western.

29855. And the Limerick and Ennis and the Limerick and Foynes—there used to be a company running to Foynes?—Yes.

29856. They have all been absorbed by one large company, and therefore you have only one railway?—Yes. The only other company having running powers into Limerick is the Midland Great Western, but I think they only exercise that running power for goods. I never see any passenger trains there from the Midland system.

The distance of the docks from the railway, and the want of rail connection.

29857. They use the line and station for goods traffic?—Yes, they come down from Athenry.

29858. Is there railway communication to the docks?—There is not.

29859. How far are they distant from the railway?—As the crow flies only a mile; about two miles through the streets.

29860. Limerick is a corporate city?—Yes.

29861. And there are a Mayor and Corporation?—Yes.

29862. Have the Corporation of Limerick at any time made any representation to the Railway Company about communication with the docks?—That I am not aware of, but to my own knowledge the question was taken up by the Harbour Board some years ago.

29863. The docks are managed by the Harbour Board?—Yes.

The financial position of the Harbour Board debars them from constructing a railway connection.

29864. They have taken it up?—They were about, as I understand, some fifteen or sixteen years ago, to endeavour to contribute largely to the construction of this branch. Meanwhile one of their dock walls fell in, and they had to borrow a large sum of money for reconstruction. This they are still engaged in repaying. After that they had to improve the channel outside, and have to spend £2,000 a year in keeping the channel open and dredged. I do not see how the Harbour Board, however willing they might be, could do very much in contributing to a railway line to the docks.

29865. What is their income?—Their income is about £12,000 a year.

29866. That is their gross income?—That is their gross.

29867. What is their net income?—I think there is very little left.

29868. In other words, the financial position of the Harbour Board is such that they cannot themselves construct this railway to connect with the existing railways?—Indeed I do not think they could.

29869. What does it cost to get the traffic carted—I suppose a good deal of the traffic has to be carted to and from the railway station?—A great deal of traffic. It ordinarily costs 3*s.* a ton.

29870. A mile?—Well, I may be outside the cost, but I know in a case I myself had, some girder work to get up, it cost 10*s.* a ton.

29871. That is a special thing, requiring special vehicles, but ordinary traffic—grain, for instance. carted to the trains—the grain arriving in these ships is not for consumption in Limerick?—It is nearly all milled in Limerick.

29872. A good deal of it is distributed, and, of course, has to be carted to the railway station?—Yes.

29873. At what do you reckon the cost of that?—I think it must approach something like 3*s.*

29874. What are the physical difficulties, if there are any?—It is up-hill all the way.

29875. Are the hills steep?—Not very

Mr. Tatlow.—The rates are from 1*s.* to 1*s.* 6*d.* a ton for carting in Limerick. I think you may take 1*s.* to 1*s.* 6*d.* as the general rate.

29876. *Chairman.*—Grain landed in Limerick in large quantities should be carted to the station, if it is only a mile, for 1*s.*?—(*Witness*).—I am not quite up in the commercial figures.

29877. All you know is that for some particular article requiring special vehicles and special treatment you had to pay 10*s.* a ton?—Yes.

29877A. *Lord Pirrie.*—The railway company do not undertake the carting?—No.

29878. *Colonel Hutcheson Poë.*—Mr. Shaw gave evidence before us that it costs about 2*s.* a ton to cart. That was his evidence.

29878A. *Lord Pirrie.*—I took it that it was the railway company who do the carting.

Mr. Tatlow.—Mr. Shaw was speaking of bacon and not of grain.

29879. *Colonel Hutcheson Poë.*—Of coal.

Mr. Tatlow.—It is not my experience that that is the case in country towns in Ireland.

29879A. *Chairman.*—We will put it down at 1*s.* 6*d.* (*To Witness*).—Are there any physical difficulties in connection with making railway communication with the docks?—I think not, as an engineer. A line might be run round by Ballinacurra, low-lying ground, but this would make the line a little longer.

29880. Would there be large profits?—Well, no.

29881. Would it be an expensive undertaking?—It would not. A great deal of the land is low-lying and somewhat liable to flooding.

29882. We have heard a good deal of evidence with reference to creameries in your district?—That is a very big industry.

29883. That is of comparatively recent creation?—Yes; it has been growing up steadily for fifteen or sixteen years.

29884. Say within the last twenty years?—Yes.

29885. And it is growing and increasing?—Yes.

29886. There is a place called Newcastle West and Buttevant?—Yes. A proposal was made some time ago to run a line from Newcastle West to Buttevant to take in a large district of country where these creameries are very thick. I have a map here that would give you some idea what a lot of them are to be dealt with.

29887. Are they marked in it?—Yes. This is a scale of one inch to the mile. Every blue dot was a creamery, and some of them are in couples.

29888. Where is Newcastle West?—Witness pointed it out, and added—The two counties agreed to guarantee 4 per cent for a railway there about twenty years ago, but the Privy Council threw out the scheme.

29889. Has that scheme been revived?—Nothing further has been done since.

29890. Is that particular district fairly populous?—It is. They are an industrious hard-working lot of people. I do not know any people more deserving of a lift if they could get it.

29891. That particular railway would be an immense advantage to that district, and would serve most of these creameries about which you have spoken?—Yes. I would put first in importance the little loop-line to Limerick Docks, because it is not a matter affecting the city of Limerick alone, and Munster and Connaught should get any little saving they can.

29892. If the carting were 1*s.* 6*d.* a ton, and a railway were made, it could be done for less than 6*d.*?—Under 6*d.*, sir.

29893. So that there would be a saving of 1*s.* a ton—that is your idea?—Yes.

29894. You are the County Surveyor?—Yes.

29895. And you are pretty conversant with the county?—Yes.

29896. Is there any other part of the county where, in your judgment, or the judgment of your Council, it would be an advantage to the agricultural interest if a light railway were made?—Yes. The next one I would mention would be out to a little town called Bruff, the centre of a large farming district, only twelve miles from Limerick.

29897. That has never been authorised?—No. It was before the Grand Jury at Limerick at one time, and was thrown out on the opposition of the Great Southern and Western Railway. Their station at that time, Rosstemple, served Bruff.

29898. Have you another one?—There could be another useful little branch from Kilmallock to Kilfinan.

29899. What is that?—A thriving little town of about 2,000 inhabitants up on the side of the hills there. There is a big traffic goes from Kilmallock to Kilfinan of coal and timber, and has to be distributed all round the district there.

29900. It would serve the district, not the place alone?—Yes.

29901. Is there any other suggestion of your Council?—There was another very important one that was mooted some time ago, and that was for the reclamation of about 20,000 acres of mountain bog here (*indicates on map*). It was suggested to make a line from Barragoune, close to Foynes. There are limestone crags extending over many miles, and the idea was to convert this into lime and reclaim the land. There was also a proposal to connect with Listowel.

29902. *Lord Pirrie.*—Do you propose to make a line over the bog?—It goes through the valley. They are mountain bogs, capable of reclamation and of giving wonderful crops of hay and other crops. This was brought up by the Rev. Robert Ambrose, P.P.

29903. *Chairman.*—What is the distance from Bruff to Limerick?—Fourteen miles direct.

29904. Do I understand you to say that coal and other things used in this district are carted from Limerick?—Not all of it. Some of it is brought up to Kilmallock from Cork, but some goes out from Limerick.

29905. You do not appear to-day to make any complaints against the railway company?—I have comparatively little to say about complaints. We do not complain down in Limerick. We are a busy lot of people and try to help ourselves.

29905A. You have no special grievance against the railway company?—No, sir. I should also mention a suggested line from Ballingrane to Limerick Dock. At the time the proposed amalgamation was on the owners of the line from Ballingrane to Tralee objected very much to the amalgamation, and they proposed to make a line in here (*indicates*), and part of their proposal was to join up the canal with the docks at Limerick. Railway communication is badly needed between Kildimo and Pallaskenry and Limerick. These are about the only branches that have been discussed within my recollection. There may be other things with which I am not so much concerned. One from Abbeyfeale to Newmarket would be of great advantage, but I am not so much concerned with it. Might I mention other matters not connected with railways, one is the navigation of the Shannon.

29906. *Chairman.*—That is outside the scope of our inquiry.

Witness.—There is a large district wanting a bridge over the Shannon at Castleconnell.

29906A. *Chairman.*—That is beyond our inquiry.

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Mr. John Horan, C.E., County Surveyor, Limerick.

The probable advantage of a new line from Abbeyfeale to Newmarket.

Examined by Mr. Sexton.

29907. Has the Limerick County Council expressed any opinion upon the general railway question?—Well, no. It was understood two of their own members were to come and give evidence before you, but I think there was some failure about them, and I was asked to come and give their views generally. There were one or two small matters that they asked me to make a complaint about.

29908. Did you discuss your evidence with them?—No.

29909. Were the Limerick County Council represented at the meeting of the County Councils' General Council, where a resolution was passed on the general question of Irish railways?—I understand they always are.

The Limerick County Council in agreement with the General Council of County Councils in their attitude on the question of Irish railways.

29910. And they are in sympathy with the General Council on that question?—I expect they are.

29911. You feel it to be unfortunate, as indeed we all do, that the exports of that noble harbour of Limerick do not amount to very much?—That is so.

29912. If the export rates were revised upon the principle of giving the Irish producer equal facilities with the Continental and foreign producer, and so strengthen his hold upon the English market, do you not think the exports of Limerick might be greatly expanded?—I think they might; but Limerick is not so favourably situated for export as the eastern seaports.

The probability of Limerick exports being greatly expanded if export rates were lowered.

29913. But still, in a county so rich in agricultural products, reduced rates would, no doubt, expand the exports?—I expect so.

29914. And, if the inland rates in Ireland were revised upon the basis of giving the Irish producers equal facility with the importer, you probably would produce more coal and grain in Ireland and have to import less?—I do not know about producing coal. We have some.

29915. At Castlecomer?—Yes.

29916. And the great Connaught coal field, not yet fully worked. It appears, then, that a revision of the Irish rates upon the principle of equality with competitors in other countries might have a very cheering and happy effect upon the port of Limerick?—It might.

29917. The Commission has followed with great interest your evidence upon the links and feeders. You have mentioned six or seven in the County Limerick and the adjoining part of County Cork?—Yes.

The number of small additional lines required in Ireland.

29918. Have you any idea how many links and feeders are pressed from various parts of Ireland upon strong grounds of local and general utility?—Well, I know there are a great many.

29919. There might be one hundred?—Possibly.

29920. And, of those you have mentioned, some, you say, are much needed, and more are sorely needed?—I should say the connection with Limerick Dock and the Drumcollogher line are sorely needed.

29921. Do you think any of these branches are likely to be made out of subscribed capital?—I think not.

The improbability of any further railways being made out of subscribed capital.

29922. Do you expect that the Treasury will make any more lines unless aided by local contributions?—If the Treasury gave a contribution, and the local authority a guarantee the Drumcollogher line would be made. If the grant led the way, I have little doubt there would be a local contribution for that one.

29923. But, speaking generally, and looking to the history of guarantees, do you think the era of local contributions is nearly over?—I do.

29924. Then how do you expect to have these branch lines made?—Unless the Government steps in with the idea of developing industry, and makes them, they are not likely to be made.

The construction of the small additional lines by the Government suggested.

29925. Government, as an abstract term, in practice, takes many forms. Suppose there were an Irish authority having control of the rail-

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ways as a united system, and having at its disposal a fund created by public credit, by the purchase of the lines, and a further fund created by the savings upon a united working, would you not think that a most hopeful way both of providing the sums required for links and branches without imposing local burdens, and also for reducing the rates where that might be necessary?—On the hypothetical case that there would be a saving, yes, sir.

The transfer of the Irish railways to a central Irish authority recommended, provided economies would be effected.

29926. Let us investigate that point for a moment, whether there would be a saving. I say nothing as to a set-off against over-taxation, but, suppose the Treasury lent the money, the charge for the Treasury loan to purchase the Irish railways would be probably a great deal less than the present net profits?—I have not gone into that.

29927. Assume that. That would constitute a large saving. In the second place, the working of the railways as a united system would be much more economical than the working of the various lines which are now under independent management?—I do not know; that is to be seen.

The transfer of the ownership and working of the railways to the British Government considered undesirable.

29928. Do you not consider the probability lies in that direction?—No. I think State purchase would mean killing the few Irish industries that have not wholly perished—I mean the management of our railways, for instance—and I would be sorry to see State purchase. The idea in this country is to develop industries; it is not to open up the country, as in Australia.

29929. Do you mean that you would not like to see the British Government owning and making Irish lines?—I do not see where the advantage would come in. The idea is to develop industries, not to open up the country as in the case of Australia. This country is very well opened up, and all the main lines are built that are ever likely to be made.

29930. Would not all this construction of new lines be opening up the country and developing industry?—They are very small lines compared with the total mileage of railways. For instance, the biggest is only twenty-eight miles.

29931. Anyhow they would cost a great deal of money, and the question is how to provide it. You would not care to see the British Government owning and working the Irish railways?—I would not, because I think it would be killing one of our little industries, and if Irishmen start a railway and make it successful, I would not grudge them their dividends.

Satisfactory working of the Irish railways under a public authority regarded as doubtful.

29932. I agree with you. I would not like to see the British Government or any external body owning and working the Irish railways for the purpose of stimulating Irish industries; but looking to the example of the world, and of all civilised countries, except two—Great Britain and the United States—the wealth and commercial development of which make them no analogy for Ireland, don't you think that to commit railways to a public authority is, as an expert gentleman from Australia told us to-day, the best guarantee for efficiency and economical working?—I am not satisfied of that.

29933. In the nature of the case take seventeen independent administrations, maintaining separate staffs, and receiving their supplies in small quantities, and having seventeen purses out of which to pay for all their wants, does it not appeal to experience that if all that expenditure was managed by one administration, it would be greatly lightened?—I am not at all certain of it. I think the Government can have sufficient control of the railways, and exercise control as it ought to do, without going into the question of killing industries.

29934. We have had fifty years of public effort to influence or manage railways from outside, and we find the volume of dissatisfaction growing?—Dissatisfaction, it seems, is everywhere in the world with the working of the railways.

The conditions governing railway policy in the Colonies not analogous to Ireland.

29935. No. Have you ever heard of a country where State railways were established, and in which they wish to revert or change to private ownership?—My knowledge of the matter is got from reading what goes on in the Colonies and in undeveloped countries. I think it is necessary that the Government should start railways of their own there, rather than give them up to private enterprise, but in old settled countries it is not desirable.

29936. It is not alone in the Colonies and new countries, but in every country except Great Britain and the United States, that the railways, as a rule, are owned and worked by the State. Have you ever heard that where State railways have been wholly or partly established, it has ever occurred to anybody in those countries to go back to private ownership, or to sell the lines to private capitalists?—I have never heard; but the two greatest States in the world are Great Britain and the United States, and the railways are privately owned.

29937. They are very wealthy, and fully commercially developed countries, and better able to bear the commercial system. But I put against them the example of the world at large, and of all other countries except these two, and if you find in all other countries that once the State system is established, nobody dreams of reverting to private ownership, is not that a proof of satisfaction with the system of publicly owned lines?—If I went into the figures further, I might say it was or it was not, but I cannot answer without looking it up.

29938. About developing industries, the burden of evidence here is that the present export rates from Ireland, taken in conjunction with the system of very low rates into England from the Continent and foreign countries, do greatly hamper and restrict the Irish export trade. That is not developing industries, but the reverse?—The reverse, sir.

29939. On the other hand, the evidence is, from scores of men engaged in trade, that the system of low import rates into Ireland, contrasted with the system of high inland rates within Ireland, does place the Irish manufacturer and the trader who attempts to distribute Irish goods in Ireland at a great disadvantage with those who sell imported goods?—That is where State control should come in.

29940. I know; but these are the main effects of the present railway system. If a system were established under a public authority in Ireland upon the basis that these two effects should be reversed, that the export rate should be placed on a fair footing with the rates from foreign countries into England, and that the inland rates should be so graded as to place them on a fair footing with the import rates, would not that tend to give the most powerful possible stimulus to Irish industries?—It would; but it could be done if the State exercised the control it already has. I don't think it at all certain.

29941. Do you mean you would use State control to bring legal compulsion to bear on the railways to reduce their rates?—If the complaints were justified, certainly.

29942. Oh, then, you propose a highly contentious settlement?—Certainly.

29943. Don't you think, Mr. Horan, as a man of peace, if we can arrive at a settlement which would be fairly satisfactory to all the interests, that would be by far to be preferred?—I do not know that at all. I am going back to the old point, that I think it would be killing Irish industries that have not failed if you take up the Irish railways under State management.

29944. You admit that the main effect of the present system of rates does restrict Irish agricultural output as compared with foreign into England, and prevents the growth of Irish manufacture as compared with imports?—I have not admitted that; but I say that if there are genuine complaints, it would be the duty of the State to attend to and rectify them.

29945. It is testified a hundred times that the effect of the rates is, as I have said, and as you have admitted, and I am putting it to you, that if a united system under public control would get rid of this evil, and place Irish agriculturists and Irish manufacturers on a fair footing, no greater stimulus to industry could be given than that?—You suggested purchase to cure the evil. I say State control can cure it, and not kill our local railway industries.

29946. Kill them! You agree that the reductions required are large and general?—Not very large.

29947. Numerous and general?—Numerous.

29948. If you imposed these on the railway companies by State control, what becomes of their dividends?—It appears that I am more anxious for the interests of the railway shareholders, who are the companies, than you are, because I am anxious for a settlement that will satisfy the railway shareholders, that will give them the value of their intrests, while you appear to be willing to impose State control to the extinction or reduction of their dividends?—If it was necessary to put things right as between the railway companies and the traders I would impose State control and destroy dividends, but I don't know that any such thing is necessary.

29949. Have you not already admitted that the Irish export rates, by comparison with the rates into England, from foreign countries, have put Irish agriculture at a great disadvantage?—I don't admit it, but I say if the grievances are substantiated it is the duty of the State to go into it.

29950. Then, would you disregard the evidence of those who are engaged in trade?—I am not engaged in trade, and I don't cast a single aspersion on any man. That is their own affair.

29951. You think the evidence of men of honour and position, who come forward to give their testimony, is entitled to respect?—I think it is the Commission who have to decide that, and not me.

29952. I am asking what is your valuation of the evidence?—I cannot tell you.

29953. You prefer not to say? I put it to you again that if the Irish inland rates are injuriously higher in proportion to the service rendered than the rates into Ireland for the imported goods, surely that does prevent the development of Irish manufactures?—I say again, if the traders have a grievance it ought to be the duty of the State to put it right.

29954. As between the two methods of dealing with railway companies, by legal compulsion, and by coming to an arrangement that would secure good effects without injuring anyone, and with goodwill among all concerned, would not you prefer the latter?—I don't think it is necessary.

29955. Very well. You say you would reduce the rates by litigation, by creating a small Commission?—A local Commission.

29956. An Irish Commission?—Certainly.

29957. Do you think you are lessening the cost of law by calling a court a small Commission?—Oh, well, no. My meaning about that is simply this: A single trader can hardly fight a big railway company, and we have a Department at present whose duty it is to look after that, and I would put the duty of fighting these cases on them.

29958. You would, but the Department, having fought one case and won it, curiously took fright and ran away, and never was heard of since?—It should be dismissed for that.

29959. That would apply to other departments as well as that one. Now, Mr. Horan, so long as the railways in Ireland are private property, and so long as a railway company is brought into court, call it a small Commission or a large Commission, or whatever you like, and that anyone endeavours by process of law to bring compulsion to bear on that company to make it do what it considers to be damaging to its interest, how will you prevent that company, by any device, from dictating the scale of expense to the plaintiff by engaging leading counsel?—I would let them fight a strong body like the Department, if the Department would do it. I think it is part of its duty. I say the small trader could not fight it.

29960. I take it that so long as the railways are private properties the companies have the ordinary rights of litigants, and you cannot prevent costly litigation, and the only way is to get rid of private property?—I don't assume that there is any real emnity between the railway companies and the traders. The railway companies would be cutting their own throats. What they want to do is to develop traffic.

29961. The views of the railway companies and the views of the traders about the development of traffic differ fundamentally?—Naturally they do, even if you had Government ownership.

29962. They need not necessarily differ, then, about the way to develop traffic, but it appears, I put it to you, that the system of the railway companies—of the English companies—gives favour to foreign importers, and that of the Irish companies gives favour to Irish importers, and, between the two, Irish agricultural and manufacturing industries suffer?—That is the view of those engaged in agriculture and manufacture in Ireland.

29963. As to amalgamation—are you for four lines or one?—I think three or four big companies would be enough.

29964. Have you observed that the complaints of contention between the companies, wasteful contention, superfluous trains, dislocation of traffic at junctions, and such grave faults, have been directed very much against the larger companies in the evidence before the Commission?—That is a difference between the companies. I think it is the function of the Government to see to it.

29965. If you strengthened the companies and reduced them to four powerful companies, would not you rather increase the contention between them than diminish it?—I scarcely think so, because little branch lines and so forth never work profitably, and there is always contention and confusion.

Amalgamation of the Irish lines into three or four systems recommended.

29966. If you make four powerful companies that will have more influence and greater power in every respect, will not they be more powerful to stand up against the public, and to indulge in harassing and costly litigation?—If I believed that they would stand against the public, I would be the first to vote for State purchase. They are doing the best they can for their shareholders.

Suggestions as to the allocation of the savings resulting from amalgamation

29967. But the view entertained by the railway companies of the policy proper for them to pursue in pursuit of increased profits, and the view taken by traders of the way in which the railways should be used to the advantage of the community, are views diametrically opposed?—Naturally, diametrically opposed, and always will be. If there were State railways to-morrow it would be the same.

29968. Then, would it not be better for the railway shareholders to receive an indemnity or become shareholders of a united system? Everybody who has a financial interest in the railways now could have it in the united system, or if he liked better, he could take his money into some other investment?—He could, naturally.

29969. The result of amalgamation would be that the rates complained of would remain unabated, and the dividends of the companies would be increased by greater economy of working. Do you think that a proposal by which the companies would be enriched, and the public left subject to their present grievances would meet with public approval?—No, sir; I should be sorry to think that it would.

29970. You spoke of subsidies for improved services. You do not propose that subsidies should be applied to the reduction of rates?—Oh, no. The mails from Limerick up to the west of the county are now being carried by road in the old-fashioned way that existed before the railways came into being at all, because of a difference between the railway company and the Post Office. I think that is another case where State control might come in and see what is in that dispute.

29971. But as between taking the subsidies out of the public funds and withdrawing the money from some other of the many urgent and pressing claims upon the public revenues in Ireland, would it not be better to deal with the reduction of rates by creating a surplus in the way I have described by the use of public credit, and by combined working under a public authority, rather than endeavour to get grants for subsidies?—Well, sir, as I said before, that is a matter altogether in the air. I am not satisfied that it would result in such great economy.

Conditional approval of unification of the Irish railways under public control.

29972. If the construction of branches and the reduction of rates could be effected by a united system of public management without a call upon the public funds, do you not consider that that would be a better and a more hopeful way than the risky and doubtful method of endeavouring to extract subventions from the State when there are so many other claims?—Certainly, adopting your "if."

Examined by Mr. ACWORTH.

State ownership need not necessarily result in a surplus applicable to rates' reduciions.

29973. On the question of State purchase, your view is that there would not be much prospect of their being a surplus as the result of the State taking it over?—I do not think so.

29973A. And if there was not a surplus it would not be available for the reduction of rates or building new bridges or for new lines?—Certainly not. There might be a loss, for all I know.

29974. In fact, your position is that there are some ills you have to bear, and better bear them than fly to others you know nothing of?—Something like that.

29974A. You told my friend, Mr. Sexton, about the United States—that it had the largest railroad system in the world, and it was all in private hands?—Yes.

29975. But you did not tell him, what he will remember, no doubt, when reminded of it, that a good many of the States of America originally owned their own railways, and they made such a mess of it that

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they had to sell it to private owners, who have made them a success.

29975A. *Mr. Sexton.*—I do know that the management of the railways in the United States is keeping busy both the civil and criminal authorities of that country.

Some countries that have reverted to private ownership of railways.

29976. *Mr. Acworth.*—I was dealing with the specific suggestion that no country had ever reverted to private ownership. There are various other countries—Brazil—that got rid of State railroads after they had worked them for a time, and certain other countries—Holland and certain parts of Italy, and other countries.

29976A. *Mr. Sexton.*—Indeed Holland has not.

29977. *Mr. Acworth.*—There are no State-worked railways in Holland.

29977A. *Chairman.*—They are State-owned.

29978. *Mr. Acworth.*—They are all worked by private companies, but they are leased from the State. I remember at the time of amalgamation the Corporation of Limerick was very strongly opposed to the Great Southern getting into Limerick and the Harbour Board?—Yes.

The amalgamation of the Waterford and Limerick Railway with the Great Southern and Western line has worked satisfactorily for Limerick.

29978A. I gather you are not sorry they got it?—I do not hear many complaints in Limerick about the working. Our passenger service is much improved since the amalgamation. That is one point I can speak of from my own knowledge.

29979. I think we had other evidence from Limerick much to the same effect, that the amalgamation had not been a disadvantage?—No, there was great fear at one time that the railway works would be taken away, and I believe they are as busy as ever.

The probability of increased import traffic if the railway were extended to the docks at Limerick.

29980. Then, one other point. This dock extension, would that tend to promote new exports and imports for Limerick, or would it be largely used, supposing the connection was made to the dock, to take out by sea and bring in by sea stuff that the railways carry for a considerable distance?—To bring in by sea rather than to take it out. We have little to take out, but a great deal to bring in.

29981. What you send out, butter and so on, could not go by sea a long distance?—No, nor live stock.

29982. What would come in?—Wheat. Of course there is no fear of that falling off.

29983. That is coming now?—There is one firm and I do not think it exaggeration to say it supplies half of Munster and half of Connaught.

29984. Messrs. Goodbody?—Yes.

29985. That comes in at present?—At present.

29986. You think you could get in by sea much of the stuff that at present comes across Ireland to Limerick by rail?—Our imports would be increased in wheat. There is a very large timber trade, and it is growing. It would be increased largely in the building trade and stuff of that kind. There is a large and increasing trade, and I believe we could get a lot more coal if we could put it on a railway wagon.

29987. Do you get any coal by rail?—There are two steamers.

29988. It does not come by rail?—The Liverpool and Glasgow boats bring in nearly all the coals.

29989. You would not be taking traffic off the railways—you would be giving them extra traffic?—I want to give traffic to them.

The probability of a baronial guarantee for a railway extension to Drumcollogher.

29990. About the light railways, you say Limerick would be prepared to pay a charge for them?—I think in the case of that Drumcollogher line it would, certainly.

29991. Have you got any guaranteed lines in the county at this moment?—No. We have not. A line was guaranteed, the Newcastle and Tralee, and we have got rid of that by the amalgamation.

29992. Now you have got none?—No, sir.

29993. Not having been bitten you are not shy?—Perhaps not.

Examined by Colonel Hutcheson Poë.

Railway extension to Limerick docks refused by Great Southern and Western Company previous to amalgamation.

29994. With regard to the railway connection between the port and station at the time of the amalgamation, was the question brought before the Great Southern Railway Company?—I am not certain about that.

29994A. *Mr. Acworth.*—Oh, yes, it was indeed. They tried to get it out of the Great Southern, and they would not agree.

Mr. Croker Barrington, Solicitor.—We tried to make it once and there was local opposition.

29995. *Colonel Hutcheson Poë.*—At the time of the amalgamation I thought the Harbour Commissioners and the Corporation were prepared to support the Bill, provided the Railway Company made it.

Mr. Croker Barrington, Solicitor.—I do not know about the Corporation.

29995A. *Colonel Hutcheson Poë.*—The question was considered. In addition to the coal that comes by steamer to Limerick—does not a considerable quantity come by canal down the Shannon?—I am not sure about coal. I think the chief traffic in the canal is Guinness's porter.

29996. At any rate, the principal traffic comes down the canal, and is distributed from Limerick?—From Limerick.

29997. And in that way the canal traffic is also handicapped by the cartage rates when it gets down?—That is why I mentioned the dock connection—that I pointed out that there would be an advantage in connecting the canal with Limerick Dock also. That is possible.

29998. The whole thing is part and parcel of the same connection, and deals with the canal as well as the shipping traffic. With regard to light railways, you spoke about the Newcastle project having been thrown out by the Privy Council. Do you know on what grounds it was thrown out?—I do not know. it is so very long ago, though I was there at the time. It passed both Grand Juries—Limerick and Cork, and the Privy Council threw it out.

29999. Are you prepared to say that the district would do something in the way of guarantee?—I think it would be very likely that they would give a guarantee to some extent.

30000. With regard to the extension from Limerick to Bruff, surely, looking at the map, that small triangular area lying between Limerick, Limerick Junction, and Charleville, would hardly justify another light railway? Bruff is within a short distance of Rosstemple, and I should have thought that station would have afforded plenty of facilities?—Even with such a short distance there is very little traffic between Bruff and Rosstemple. They run long cars, and use cart traffic on the roads.

30001. You spoke of the possibility of developing the traffic in farm produce by Rosslare. I think at the last meeting of the Great Southern and Western Company the Chairman referred to that very point?—That is all that could be expected, and it would be in the interests of the railway companies themselves.

30002. At any rate, in your opinion, the railway companies are doing their best to facilitate and develop the traffic?—Certainly. They would be going against their own interests if they did not.

30003. I gather also that in your experience it is in the interest of railway companies, as well as of the traders generally and of agriculturists, to lower the rates in the hope of developing traffic?—That is my belief, sir.

30004. I take it that is one of the reasons why you are opposed to anything like State ownership—that you think under the existing system—perhaps combined with a little more enterprise, that the interests of the railways can be best attained by reducing the rates to such a point as will give a small profit, and will develop a large volume of trade and traffic?—Quite true, sir.

30005. On the same principle that small profits and quick returns pay better than large profits and slow returns. I think Mr. Sexton put it to you that the only effect of amalgamation into one, or perhaps three, systems would be that the rates would be retained at their present level, in which case the public would gain no benefit, while any economy in working expenses or management would go to swell the profits of the shareholders. I want to ask you, however, if such an assumption is altogether fair? Is it not more reasonable—and judging by your own experience of the way in which you say the railway companies try to develop traffic—more natural to expect that if there were amalgamation under private control, the rates would be lowered without any decrease in profit, owing to the large development of traffic which such a concession of rates would probably bring about?—I expect that would be the result.

30006. There would be no reason to think otherwise?—No.

30007. Then as to the point whether or not the railways should be under State control. I suppose you will admit that no other commercial undertaking

is anything like so hedged in by State control as the railways are at the present moment?—That is so; but the railway companies exist as a huge monopoly given by Parliament, and so they ought to be, to a certain degree, under State control.

30007A. I quite appreciate that argument. But is it any justification for the extreme rigour of the control now exercised by the State? Take the position of the railway companies. They have to face an increase in the cost of fuel, and in that of labour, of steel, iron, and other materials, and whilst other commercial undertakings can meet increased cost of production by an increase in the selling price of the commodities in which they deal—as we know many of them have done—railway companies are debarred by Act of Parliament from recouping themselves against any increase in the cost of transit to which they may be exposed through dearer fuel, labour, and other causes: is that not the case?—That is so. I have seen it discussed recently.

30008. Instead, therefore, of extending State control, there would seem some ground for urging less onerous restrictions on the railway companies. To turn to another point, however, raised in your evidence, in connection with the steamer service formerly running between Foynes and Kilrush, as the Chairman has ruled that this subject hardly comes within our terms of reference, I will, of course, not follow the matter up, beyond asking whether your evidence is meant to imply that, so far from Kilkee and that district having been developed by the West Clare Railway system, the reverse has been the case, and that the district was better served by the steamer than it now is by the railway?—It has declined very much. Lahinch has developed, and also Miltown Malbay and Spanish Point, places close by. They are improving since the railway—the West Clare Railway—was opened.

30009. Is that failure in West Clare—that decline you speak of—due to any want of capacity or energy in West Clare? We have had a good deal of evidence here as to the inefficiency, and so on, of the West Clare Railway?—I would not like to say. There seems to be a difficulty in managing it. It is, after all, only a small undertaking. The failure is largely due to the withdrawal of the summer steamboat that used to run between Foynes and Kilrush.

30010. Are we to take it that way—that the railway could not develop the traffic—but only take it in another direction?—I would not like to say that altogether. It is a narrow-gauge line, and the passage is very slow.

30011. Of course we have evidence that it was carried on at great expense. There is only one other point, and I don't think it has been touched upon, and that is, I would like you to explain what you mean by your reference to the Postal Service being conducted by cart instead of railway?—I did touch upon it in answer to one of Mr. Sexton's questions. There is a dispute between the Post Office and the Great Southern and Western Railway Company, and the mails there at Limerick, to the west of the County of Limerick, have been carried by cart for the past two years or more. I think there are four trains daily, four trains each way, available.

30012. That is owing to some dispute between the Post Office and the railway authorities?—I think somebody should see to it—somebody in the State.

Examined by Lord PIRRIE.

30013. You were asked about large vessels getting up to Limerick, laden up to 3,000 tons. What draft of water have you every day at Limerick?—About eighteen feet in the dock, average.

30014. Can vessels go in at any state of the tide or any hour of day; can they go right up to Limerick; can they go inside; is there eighteen feet of water?—No; we have to wait for the tide.

30015. They can only come into Limerick twice a day?—A very big ship on the spring tide, and others at ordinary high water.

30016. Would you have a draft of water so that large vessels could come in at every tide?—Do you mean at low water.

30017. No. There are two tides, do I understand, one day and one night; one, say, at six o'clock in the morning, and one at six o'clock at night?—Roughly, the neap tide is sixteen feet and the spring tide twenty feet.

30018. The lowest tide is twelve feet?—Yes.

30019. *Chairman.*—There is twelve feet when it is high tide; not at low water?—No. Vessels could not come up at low water. That is high water on an ordinary neap tide, sixteen feet.

30020. *Lord Pirrie.*—Isn't that the reason why you cannot expect an export trade regularly at Limerick? Again, is that not the cause why Limerick sends cattle, lambs and calves by long railway routes? Is not this the cause, and not that the distance happens to be a little over?—I don't think it is. Two steamers plying weekly to Glasgow and Liverpool go out, and they are nearly always empty going out.

30021. We have evidence that cattle don't decrease in value by being consigned in steamers which are large enough. You can have vessels drawing eighteen feet of water, and you could carry cattle safer from Limerick to Glasgow or Liverpool direct rather than across country to Dublin, Cork, or Belfast, and then transhipping them?—There is very little cattle traffic between Limerick and Glasgow, although we have a weekly service. I would say there is not any.

The question of butter imports to Limerick.

30022. You say you have large and successful creameries. Why, then, is it that Limerick imports so much butter?—They make good butter and make margarine as well. Why they import it I don't know. I suppose people abroad are fonder of our butter than we are ourselves.

30023. You make butter at Limerick; you export your own butter and import butter?—I am not aware whether we eat our own butter. We certainly export our own, and we also make margarine and sell it.

Objections to the substitution of State ownership for the present private ownership of Irish railways.

30024. As to railways, you said, I think, to Mr. Sexton, that State purchase would kill industry in Ireland. What industry would it kill? Small industries, I think, you said. You urged it strongly in examination when you said you did not approve of the Irish railways being made into one, or being under State management. That is to say, either two or three railways was what you were in favour of; but you did not even object to only one provided it is a private railway, and in addition you would have some public or State control over that? What difference is it if the railway belongs to the State, and how would it kill industries?—That was not what I meant. I mean to say that if you purchase the railways by the State you will kill one of the few industries we have that not wholly failed. Are not the railways an Irish industry?

30025. What is the industry?—The railway industry.

If State purchased the railways would cease to exist as an Irish industry.

30026. You could not kill the railways by the State undertaking them; they would not become useless to the travelling public. They would not cease to exist?—They would cease to exist as an Irish industry.

30027. *Mr. Sexton.*—Cease to exist?—As an Irish industry.

30028. *Chairman.*—He means that you will kill them as a separate industry if they are run as State lines. But you suggest they should be killed in this way—you would amalgamate them into three?—Yes; with Mr. Sexton's "if."

Amalgamation into three or four systems advocated.

30029. Then you suggest amalgamation?—Yes; it would relieve them. It is not killing them. I want to absorb the little branches.

30030. What difference would that make, if there were three railways instead of only one in Ireland?—I would not care so long as it was not a single company.

30031. What is the difference? If there were only three railways that would absorb a large number; if there was only one, all it would mean would be it would absorb a few more?—If there is only one it absorbs the whole thing.

30032. You draw the line between three and one?—What I want is three or four companies working in a certain amount of competition. That would be better than one company.

30033. You consider that would be better than State purchase?—Oh, yes, better than State purchase. I would like to see the Irish railways as an Irish industry.

30034. You said that it would kill Irish industry and yet you favour amalgamation into three, but you draw the line at one?—Yes.

30035. *Lord Pirrie.*—Do you mean this—that the industry would not cease to exist, but that the lines would be so badly managed that they would cease to exist; is not that what you mean by killing it?—I

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don't want to have the management of the lines taken out of the hands of Irishmen who have started them and carried them on with more or less success as an industry in their own country.

30036. *Mr. Sexton.*—To put them into the hands of Irishmen?—No, that would not be. You would very likely get a commission of foreigners; made in Germany, perhaps.

30036A. Oh, no; we exclude that.

Objections to the substitution of State ownership for the present private ownership of Irish railways.

30037. *Lord Pirrie.*—You think Irishmen would cease to work the railways and foreigners would come in?—Yes.

30038. Then they would not be killed at all. Where then would they be killed, even if they were under the control of the Government—I suppose you mean the British Government?—I don't mean the British Government or any other Government. I don't care what Government it is as long as they do the business.

30039. I cannot understand your evidence, it is so contradictory; you have no faith in a State-owned railway. You think that under the Government the railways would not be managed well; that they would not treat the public properly, fairly, or honestly; but still you would give power to the British or other Government to control the railways?—It would be their duty, sir, to hear cases of complaint and adjudicate upon them.

The lines should remain private commercial enterprises.

30040. *Mr. Acworth.*—Your point is that the Irish railways should remain as at present, as commercial enterprises in private hands, carried on to earn dividends?—Yes.

30040A. *Lord Pirrie.*—He does not say that.

30041. *Chairman.*—He says not. He objects to only one railway, but he would have three or four.

30041A. *Mr. Acworth.*—Well, then, one or more; and that they should be carried on upon commercial lines in private hands?—Yes, by Irishmen in Ireland.

30042. *Mr. Sexton.*—You admit that the existing companies would never make the branches required in Ireland to develop the country?—Not without some encouragement.

30043. You would rather retain the existing companies than buy up the railways and put them into the hands of a representative body of Irishmen, who would use their resources under that system to make the branches and other provision that Ireland requires?—I don't see yet where the resources are to come from.

30044. From the application of public credit to the fianance of the railway system, from the saving of having only one system, and the saving arising from concentrated working?—There are two or three other little things I would like to mention. One is the desire of the people of the City of Limerick to have an earlier train to Dublin that will get in in time for the North Wall boat. This boat leaves at eleven o'clock, and the hour of the train is 8.15, and it does not get in until 12.30. Another matter is an improved service between Limerick Junction and Charleville. People going to business at Limerick are detained hours at a time often at Limerick Junction.

30045. *Chairman.*—These are matters you have raised with the railway company, I suppose?—Yes. I was asked to mention them here.

30046. The proper course is to communicate with the railway companies, and see if they can do anything. What is the next?—At Limerick Junction, we often have to wait, and there is a hideous loss of time; every train that comes in has to be shunted.

30047. Shunted; every train?—Yes; to get to its platform every train has to be shunted.

30047A. That will all be on the notes.

Mr. J. H. Scanlan examined by the Chairman.

Mr. J. H. Scanlan, Managing Director, Longstone Quarries, Limerick.

30048. You are Managing Director of the Longstone Quarries, Limerick?—Yes.

30049. How long have you had possession of these quarries?—About four years.

30050. What is the next railway station?—Pallas.

Location of Longstone quarries.

30051. How far is that from the quarries?—Four miles.

30052. With the object of getting the necessary accommodation for dealing with the traffic from your quarries, did you make any arrangement with the Company, the Great Southern and Western?—Yes; I approached them in the first instance, and they met me very fairly.

The satisfactory traffic arrangements by the Great Southern and Western Railway to encourage the industry.

30053. As they met you fairly, it would be interesting to know in what way they met you. Will you tell us?—In the first place, there was no siding at Drumkeen, from which station I wanted to work. It was merely a flag station for passengers, and unless I got wagon accommodation there it would be impossible to work my traffic. I did not ask them to put down a siding themselves at their own expense. I did not think it would be a fair business proposal, to go to business men with, from one business man to another. I asked them to construct a station at my own expense, on condition that they gave reduced rates for traffic, and after some time they did so. I may say Mr. Neale took the matter up in an encouraging and sympathetic spirit. It took us some time to settle all the details, some nine months or so; but, on the whole, I was very well satisfied with the arrangement we came to, and with the way in which he met me.

30054. That seems very satisfactory so far as your relations with the Great Southern and Western Company are concerned. This is an absolute case where by your co-operation with the railway company, and the railway company co-operating with you, a new industry has been established?—Yes; I take it as a typical case. It is absolutely new in the county, and until I took it up afforded practically no employment. I was a man with no influence to get anyone to assist me in getting terms from the railway company. I went and made a fair business proposal. People are not usually prepared to become responsible for a thing that involves any risk. I asked them to meet me, and they agreed if I would meet the cost of making the siding in the first instance, they would refund it to me. They would refund what I had spent in constructing the siding, but not until I had paid more than the equivalent in traffic, leaving a margin for the working of the traffic all the time.

30055. And they, in addition, made satisfactory rates?—Yes, sir; the long-distance rates are satisfactory.

30056. What the difference is; how you repay them. I don't think that is necessary to be gone into?—The arrangement is satisfactory, that is the main point?—Quite so.

30057. How many men do you employ?—The number fluctuates between forty and fifty. We are now making arrangements to increase the number and enlarge our business.

30058. None of these men would have been employed by you at that quarry unless you had got these facilities at this particular place, this siding and so on, for the loading of traffic?—There might have been four or five men employed. The work was essential, and the siding was essential to enable the work to be carried on.

30059. Is it an industry that is likely to grow, do you think?—I think so. At present we are not able to fill our orders.

30060. It is growing now?—Yes. On account of that we are increasing our capital.

30061. Then it is growing?—It is.

30062. This industry is developed and progressing in consequence of the railway facilities given by the Great Southern and Western?—It would be quite impossible to work it without their assistance and co-operation. With your permission I will give a few of the rates.

30062A. We do not want the rates, because the arrangements are satisfactory.

Examined by Mr. Sexton.

30063. Your experience, Mr. Scanlan, too rare according to the evidence, apears to indicate that valuable results can be secured by Irish industries when reasonable concessions are made by the railways?—Yes, by co-operation.

30064. When reasonable concessions are made?—They made them.

Examined by Mr. ACWORTH.

30065. What is the rate to Dublin, North Wall?—You might say Kingsbridge. I put in North Wall as the point of extreme mileage that it would be carried at that rate.

30066. It does not mean that you ship at North Wall?—No; the North Wall rate was to supply material to the Port and Docks Board there. Any shipping made is from Limerick, but the total absence of railway connection with the docks makes it extremely difficult, and very seriously hampers the industry. I would ship at Limerick; but there is no means of getting to the Docks. I am negotiating on that matter.

30067. Dublin, North Wall, is just over a halfpenny per ton?—Yes, ·54*d.* per ton per mile.

30068. You have to cart it from the quarry to the station?—The amount of traffic would not pay to put a siding to the works.

30069. How far is the nearest point to the railway? Some two miles.

30070. You could not work that by means of a railway?—I am in favour of something like an overhead trolley or aerial system. I think that would be better.

Examined by Colonel HUTCHESON POË.

30071. You say that specially low rates are necessary for the development of the mineral resources of the country, but unfortunately we have not got many minerals to develop. Two millions of tons is the whole amount of mineral traffic on the Irish systems in 1905. Whatever low rates you might have, not much development would be possible?—I think, as regards our mineral resources, that without special facilities new industries could not successfully compete with similar ones in England and Wales, which have already existed for a considerable time, and are firmly established. Unless we get some assistance we would not be able to do very much.

30072. We want a good deal more scientific research; there is very little expert evidence as to the value of our mineral resources?—I agree with that.

Examined by Lord PIRRIE.

30073. Why do you send your produce round by Dublin and Cork; do you export any?—Only a very few cargoes, and all by way of Limerick.

30074. You have got certain rates, I would like to have them put down on the notes. You have a rate to North Wall from your works, I take it.

Mr. Acworth.—From Dromkeen siding.

30075. *Lord Pirrie.*—From the siding where you load the wagons?—Yes.

The stone rates from Dromkeen to Dublin, Cork, Waterford, and Limerick.

30076. To both stations in Dublin?—Yes.

30077. From Dromkeen station to Dublin—what is it?—5*s.* 6*d.* per ton.

30078. What is the distance?—122 miles to North Wall.

30079. What is that equal to?—·54*d.* per ton per mile.

30080. You have a rate to Cork?—Yes; 4*s.*

30081. What is that?—The distance is sixty-nine miles, equal to ·69*d.* per ton per mile.

30082. Waterford?—Four shillings; distance sixty-six miles; equal to ·73*d.* per ton per mile.

30083. Limerick, I see it is eleven miles. Do you cart it all the way?—No, we cart it to the station and send it by rail.

30084. What is the charge?—Eleven miles, 1*s.* 3*d.* per ton, equal to 1·36*d.* per ton per mile.

30085. You consider these fair rates and they were agreed to after discussion by the railway company?—Yes, taking into account that they have to earn dividends, they could not do much better. I think it is very fair.

30086. *Mr. Sexton.*—You have been very fortunate?—I think that is so. Other cases may be unfortunate. That, however, is my experience.

The Commission then adjourned till the following morning at 11 *o'clock.*

FIFTIETH PUBLIC SITTING—THURSDAY, OCTOBER 17TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present :—Sir CHARLES SCOTTER, BART., Chairman ; Right Hon. LORD PIRRIE, P.C. ; Sir HERBERT JEKYLL, K.C.M.G. ; Colonel WILLIAM HUTCHESON POË, C.B. ; and Mr. THOMAS SEXTON ;

Mr. GEORGE E. SHANAHAN (Secretary).

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Dr. Edward Thompson, Omagh.

Dr. EDWARD THOMPSON examined by the CHAIRMAN.

30087. Doctor, I think you live in Omagh?—Yes.

30088. Am I right in assuming that you were formerly a member of Parliament?—Yes, for North Monaghan, in the last Parliament.

30089. And you have for years taken an interest in the railway problem?—I have, in all matters relating to Ireland.

30090. Not only locally, but generally?—Yes.

30091. I suppose your object in coming here this morning is to deal with the subject generally, and not in detail?—In a very general manner. Not being a commercial man engaged in business I know very little about rates and fares.

30092. You are a medical man?—Yes, but I travel a great deal.

30093. It is not entirely a new subject to you?—No, it is not.

30094. I know you have for years taken an interest in the railways of this country?—Yes ; I have been observant.

Allegation that Irish railway rates generally are excessive.

30095. First of all, speaking generally of the rates on Irish railways?—Speaking generally I cannot give very much evidence myself from my own personal knowledge as regards rates on goods, not being a commercial man, and not taking very much interest in the matter except generally ; but the impression, of course, which has been conveyed to the members of the Commission is that the rates upon Irish produce generally are excessive in this country. I happen to be director of a small company, a shirt factory, in Omagh. I can speak of the rates as regards the carriage of shirts to England, and I can support what has already been said by the managing director of the company, Mr. Lynch. Compared with Derry, Omagh is greatly handicapped in the matter of rates. The carriage per ton of shirts from Omagh to London is 55*s.* a ton, whereas from Derry it is 43*s.* 6*d.*, and when that is the case an industry of the sort we have in Omagh, a small shirt factory, is considerably handicapped as compared with Derry. Of course I know the reason of the rate from Derry being lower, but all the same the handicap to Omagh remains.

Omagh handicapped in the matter of rates, compared with Derry.

30096. Whatever the reason may be, Omagh is practically penalised to a certain extent with regard to its rates as compared with Londonderry?—I think its development is impeded on account of the difference in rates to various places in England and Scotland.

30096A. But speaking generally, do you agree that there are various parts of this country that require railway accommodation?—Yes, I am only speaking about my own county, Tyrone. I don't know very much about other counties.

More railway accommodation required in the County Tyrone.

30097. Confine your evidence to the county?—I think the railway communication of Tyrone could be very greatly improved. For instance, a large part of the county has no railway communication whatever. That is the district in the neighbourhood of Plumbridge, Gortin, and Greencastle. Most of the people in that part of the world are very anxious that some effort should be made to relieve them, because undoubtedly they suffer serious drawbacks in not being able to bring their produce to market. The district is rather mountainous. There is no communication whatever for miles in any direction. My suggestion would be, if the Government helped to build a railway, that it should run, not, as has been suggested, from Dunnamanagh but from Strabane, and should go on to Cookstown, or else that it should go from Newtownstewart. There is a line at present being made from Letterkenny to Strabane. My idea is it would be a great advantage to that part of the country if the line could be continued from Strabane to Cookstown, or, as another alternative route, from Newtownstewart to Cookstown, which would avoid the Sperrin Mountains. It has been said that if a railway was made through that part of the world it would not pay its expenses. I think that is a mistake. It would go through the most populous district in the county. From Newtownstewart is the shorter route, and it would avoid the Sperrin Mountains.

Extensions at Plumbridge, Gortin and Greencastle suggested.

30098. What would be the distance between those two places?—About 26 miles from Newtownstewart to Cookstown, and about 10 miles more from Strabane to Cookstown.

30099. As to the advantage to the district of a light railway, I don't think there can be any doubt, but I think you will agree that such a railway is not likely to be constructed by private enterprise?—I don't think it is.

30100. And there is no likelihood of the district guaranteeing interest on the outlay?—I don't think there is ; but I think if the Government helped the County Council would help. I myself think in the development of Ireland the people are inclined to lean too much on the Government, and while the Government should certainly help the country, they have been depending too much on the Government. I won't dwell on this point, because I don't want to dive back into ancient history, but the Tyrone County Council are a very enlightened body, and would be inclined to help if any suggestion was made to provide the communication suggested. I know there is a strong feeling among the people. I travel a great deal in that part of the world among them. I know myself they have extreme difficulty in doing anything to help themselves. There is also said to be very considerable mineral wealth undeveloped among the Sperrin Mountains.

30101. Is there any other particular part of the county where you think it would be an advantage to have a light railway?—Yes. If you take the Clogher Valley Tramway, the original idea, I believe, when that railway was proposed was to connect Maguiresbridge with Dungannon, running right through the valley. For some extraordinary reason that I don't know they made it to run to Aughnacloy, and went on to Tynan. The result, of course, is that while it is undoubtedly a great convenience to the people living in the neighbourhood, that tramway might be greatly developed by the following method—that is by continuing a branch line from Ballygawley to Dungannon, and joining on Clogher with Fintona. If you did that you would have Clogher the centre of the county ; you would have these lines practically dividing it into four parts. If that was done I cannot say whether it would pay or not, but I fancy it would pay better than the present tramway does, and it would be a great convenience, as far as the people are concerned.

30102. Practically there would be direct communication between Fintona and Omagh?—Yes, by a small

line, seven or eight miles long, you would connect Fintona with the Clogher Valley; by another line you connect Ballygawley with the town of Dungannon, and carry out the original intention.

30103. There would be two spurs from the Clogher Valley—one to Dungannon and another to Fintona?—Yes. It has been proposed that a line should be made direct from Omagh to Clogher. I don't see that that would be practicable or of any great advantage. You can take advantage of the Great Northern as far as Fintona, and by a small branch you can join Fintona to Clogher. You can see by looking at a map of the County Tyrone what a great advantage that would be. I often have to go to Fivemiletown and Clogher. If I go by train I have to go the whole way around by Maguiresbridge. You can see the round it would be. It would be an easy line to construct in every way.

30104. These suggestions are confined to the County Tyrone?—Yes; I know it very particularly. As to railway development in other parts of Ireland, I know that there is great room for improvement.

30105. Have you personally experienced delay at junctions in consequence of connections not working?—Certainly. I know most about the Great Northern line, and I may be allowed to say this. I have travelled a great deal in this country, in America, and in England, and I don't know any better managed line than the Great Northern. The rates may be excessive, but, as far as management of the line is concerned, and in regard to the civility of the officials, and everything that should make the railway what it is, I consider that the Great Northern line in its general management will bear favourable comparison with any line I have ever travelled over. But, even on the best managed concerns, there are some little things that are wrong. As regards rates, I do not say anything, because I don't know any instances. There is a train that used to leave—I believe it has been altered in consequence of the representation I made that I would bring it under the notice of the Commission—which left Derry at five o'clock, arriving in Omagh about six in the evening, and then it went on to Dungannon. If you wanted, as I very often do, to go to Cookstown, this train arrived in Dungannon about ten minutes after the train had left Dungannon for Cookstown. Lately that has been altered. I believe the train has been altered to five o'clock instead of 5.15 from Derry. The result is that these trains do now meet at Dungannon and that inconvenience has been remedied. There is another inconvenience that is very considerable by the night mail from Belfast. It leaves Belfast at ten o'clock and comes to Portadown, where travellers are kept almost three-quarters of an hour for no earthly purpose that I can see. I made representations to Mr. Plews about this thing, and I believe it is not the fault of the railway company, but of the Post Office authorities. There is no reason in the wide world why passengers should not go direct from Belfast to Omagh.

Mr. Plews.—It is the 10 p.m. train from Belfast. It is a Post Office train.

Witness.—Representations have been made to the Post Office of the inconvenience caused to the public by the arrangement. Mr. Plews, I believe, would be quite willing to alter that train. Hard-working individuals like myself and others sometimes like to take a run from Omagh to a theatre in, for instance, Belfast. I have often done that myself. You have to leave the theatre to go away by this train at ten o'clock. It would be a great convenience to the public if the train was made to leave at eleven o'clock instead of ten. There is no reason why passengers should be detained three-quarters of an hour at Portadown.

Mr. Plews.—With regard to that train, we have asked the Post-Office if they would agree to make it later. It is a postal scheduled train, and they have declined to do so, giving a certain reason, which is a purely local reason, for their decision. Under these circumstances we could not alter it.*

Witness.—At the same time the public are allowed to suffer all this inconvenience.

30106. *Chairman.*—What you mean is the train, as far as you know and believe, can be made to leave Belfast much later, to the great convenience of the public, who would arrive at their destination at the same time as now?—Yes. That has been acknowledged to me by railway officials.

30107. That is your view?—Yes. It would be a great convenience, not only for purposes of pleasure, but also of business. On a cold winter night Portadown Station is not the pleasantest place at which to spend three-quarters of an hour uselessly. A train leaves Omagh at five o'clock, arriving in Londonderry at 5.30. Almost as soon as the train from Omagh arrives in Derry a train going to Portrush also leaves. The consequence is that anyone from Omagh going to Portrush, if, as often happens, the train is late in arriving and the other train is punctual in leaving, has to stay in Derry for the night. I have known many friends of my own having to spend the whole night in Derry simply because the railway companies don't come to some arrangement as regards altering the trains to suit the public.

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Suggested improvements in the train connections with the Midland Railway at Derry.

30108. What company run from Derry to Portrush?—The Midland Company of England, which is much harder to deal with than the old Northern Counties Company. That Railway has not been at all improved by its connection with the Midland Railway of England, because since it was taken over, instead of being, as many people in that part of the world believed it would be, developed, it has gone back. It is not half as good a railway as it used to be. That is my experience of it.

The Midland of England's working of the Northern Counties line a dis-improvement on the old company's methods.

30109. That is rather different from the evidence we had yesterday?—I can only tell you my own experience. Another thing. A train arrives at the Northern Counties terminus from Portrush at eleven o'clock. There is a train leaves Derry for Omagh and stations beyond it at ten past eleven. The train coming to the Northern Counties terminus is often five or ten minutes late. The result is we have over an hour to wait; there is a capital train leaves Derry at 12.15 for Omagh, but it is an express. But at present, if you leave Portrush at twenty to ten o'clock you arrive in Derry just in time to be late as far as connection with the Great Northern Railway is concerned.

Complaint as to inconvenient train working at Derry.

30110. *Lord Pirrie.*—Do you blame the Midland for that?—Yes, because the Midland train is generally somewhat late.

30111. *Chairman.*—Does the Great Northern train wait for it?—They have excellent stationmasters at the stations of both companies in Derry, and if a passenger telegraphs the Great Northern stationmaster or gets the Northern Counties stationmaster to do so they would keep the train for a passenger, but you could not expect them to keep it more than a minute or two. The passengers have to go across the river.

30112. What is the distance between the termini of the two companies?—There is the river to cross. It is fully a mile round. There is a ferry going across if you have no luggage. There are four railway companies in Derry.

30113. Is there any physical connection between these two?—No.

30114. *Lord Pirrie.*—You can go from one to the other across the bridge?—Not passenger trains.

Mr. Plews.—That is only for goods wagons. Everything has to be turned on a turn-table.

30116. *Chairman.*—That is out of the question for passengers?—Yes. On the Northern Counties Railway, after 5.40 in the evening, there is no train whatever going towards Portrush, Coleraine, or any of these places; so, if you miss your connection, coming from Omagh, you are stuck in Derry for the night.

30117. Do you know anything about the Londonderry and Lough Swilly Railway?—I do, indeed. It is the worst railway in the whole world without any exception. I have travelled on it and suffered great inconvenience and discomfort upon it. In fact it is a perfect anachronism. It is a proprietary railway, and every inconvenience that can be caused to the public, both in the conveyance of goods and of passengers, is caused by that railway. I suppose the Commissioners are aware that the Buncrana and Londonderry section of it pays well, and, notwithstanding that that is so, the inconvenience caused even upon that part of the railway is very considerable, but it is nothing compared with the inconvenience caused on the branch from the junction beyond Londonderry to Letterkenny—dirty carriages, not lighted, bad stations, under-paid officials, especially engine-drivers, the worst sort of coal burned, the sanitary arrangements at stations abominable, no sanitary accommoda

Allegation that the Londonderry and Lough Swilly Railway is the worst in the world.

Management of the Letterkenny Railway by the Lough Swilly Company condemned.

* See Appendix No. 4.

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tion in the railway carriages; while the railway station in Derry is simply like an ordinary rough cowshed.

30118. *Mr. Sexton.*—They are paying seven per cent.?—They are paying eight, and the Government helps them by giving them control of these branch lines to Carndonagh, and also to Burtonport.

The Carndonagh and Burtonport State lines inefficiently and inconveniently worked by the Lough Swilly Company.

30119. *Chairman.*—They work them?—Yes; in the most inefficient and the most inconvenient manner possible.

30120. Your view on that subject seems to correspond with those of other witnesses who have been before us?—I don't wish to exaggerate, but what I say is the absolute truth. I have experienced it on innumerable journeys on that line. Of course, things will be greatly improved by the line now being made from Letterkenny to Strabane, because that will be properly managed. It is nearly finished.

State purchase of the Irish railways recommended.

30121. On the general question have you considered whether it would be in the interests of Ireland if the railways were purchased by the State?—Certainly; I believe so.

30122. They should be under Irish control?—I think so. I have been thinking over that a great deal, and I would imagine that a board composed of five directors, three railway experts, and two representatives of the public would make an admirable board, and the method by which I would suggest, if the thing is ever contemplated, the election of the two representatives would be that one should be elected by the chairman of the County Councils, and one elected by a constituent body formed by the grand juries, each grand jury to elect one, and these to come together and elect one representative of the grand juries. You would then have both parties represented.

An Irish Board of Control and its constitution suggested.

30123. At any rate, whatever the arrangements for purchase, you are strongly of opinion that there should be an Irish authority to control the railways?—If there was not an Irish authority I would not advocate it. If it was to go to an English authority I would not have anything to do with it at all.. Without saying anything offensive to you or any other Englishman I am a great believer in my own country.

30124. Do you really say in your judgment, after proper consideration, you think that it would be manifestly to the interests of the country?—I think there cannot be a shadow of doubt about it. If you had a board composed of, say, three managers and——

Control by an Irish authority essential to ensure the best results from State purchase.

30125. Never mind the board; we will assume the Irish authority to control the railways?—Yes.

30126. Do you think that is the only way in which these districts that are mentioned, in Tyrone and in many other places in Ireland, could get additional railway accommodation?—I think that is the only way that you can have uniform rates for passengers and goods.

30127. On the point of construction, that is the only way that these districts could be provided with light railways?—I think so.

The disparity between second-class fares and third-class fares in Ireland and those in operation on English railways.

30128. Is it your opinion also that under such an authority, with such unification of the railways, rates and fares might be considerably reduced?—Yes, and the lines thoroughly well managed. There is a matter I want to mention about railway fares, and that is the extraordinary disparity between second-class fares and third-class fares on Irish as compared with English railways. A third-class return ticket from Omagh to Dublin is eighteen shillings, and a second-class is twenty-eight shillings. The distance is 128 miles. From Holyhead to London the distance is 256 miles, double the distance, and the difference between the second and third-class fares is only 3*s.* 6*d.* For the same distance therefore the distance in this country relatively is £1, between second and third-class fares, as compared with 3*s.* 6*d.* in England.

Present system of appointing railway officials condemned.

30129. I think we are all of opinion that the difference between second and third-class fares is out of proportion. We are practically agreed as to that. Several witnesses have given evidence on that point, and I don't think you need enlarge on it. There is no doubt that the difference is very great?—Another point to which I wish to refer is the appointment of officials to these railways. I think it would be a great matter, and it could be more easily done if the railways were managed by the State, that it should be arranged by public competition and public examination. There has been a good deal of soreness in this country over the method of the appointment of the officials of the railways, that is, the junior officials, and it would be best to get them by public competition.

30130. Surely you would leave that to this Irish authority?—Yes, once you establish it. As regards the Letterkenny Railway, I want to bring under your notice a fact to show the narrow spirit of the board—practically it is not a board because the railway belongs to two men, Mr. M'Farland and the representatives of Mr. M'Crae; those are really the two owners of the railway. Practically, it is not a shareholders' railway at all. There are very few shareholders in it. These two men control the whole line. To show the way in which they manage, a gentleman in Buncrana makes this statement in a letter to me:—"Making the line to Carndonagh the Government purchased a field just outside Buncrana Station for the purpose of getting ballast. When the line was completed this field was handed over to the Lough Swilly Company. Being so convenient to the railway station it was retained by a number of herring buyers for the purpose of curing their fish, the herring fishing being an undertaking only started in Buncrana for the last four or five years. Although the Lough Swilly Railway Company were getting between £400 and £500 each season for the carriage of fish, yet they charged each herring buyer a rent of £6 per month for about ten square yards of this field." That is the railway company of Mr. M'Farland. "Notwithstanding that this land was presented to them free by the Government, and the railway company were making about £80 each season out of this, yet they would not send out the morning train to Carndonagh a couple of hours earlier unless the Government gave them a substantial subsidy. In consequence the people of Carndonagh, with increased railway facilities, are getting their letters two hours later in the mornings than twenty years ago." That the result of the Lough Swilly Railway Company. There is another matter that I wish to bring under the notice of the Commission. I mentioned it also to Mr. Plews. There is a small tramway runs from Fintona Junction to Fintona town. It is a most dangerous place. There have been frequent accidents upon it. There have been six men killed upon it in recent years. It is a tram worked by horses. No horse lives more than two or three years there. I have experience of the tramway. Recently there was a man run over and killed there. The shunting is all done by means of this horse. I suggested to Mr. Plews how the difficulty and inconvenience and danger could be got over as regards that tramway if the rails were taken up and a hard, good macadamised road run up to the junction. It is only a distance of one-third of a mile. The goods station could be put up at the junction, and the danger and inconvenience to the public got rid of by means of the suggested roadway. I think Mr. Plews agrees with me.

Mr. Plews.—I am afraid there are two sides to the question. There are markets in Fintona.

Chairman. The doctor has made his complaint. As far as we are concerned I think it scarcely comes within our province.

Examined by Mr. Sexton.

30131. I think the Imperial Government is practically the owner of three of those four railways worked by the Lough Swilly Company?—I believe it is.

30132. It is mortgagee in possession of the Letterkenny line and is constructor and owner of the other two?—Yes.

30133. The management of the Burtonport line and the Letterkenny line has been the subject of incessant, and, I may say, bitter, controversy?—It has.

30134. What inference should you draw from that as to the fitness of the Imperial Government to become the manager of Irish lines?—I would not at all agree with the Imperial Government becoming the manager. It should be an Irish authority. I would not have the Imperial Government managing it at all. I think we are quite able to manage our own railways with an Irish authority.

30135. Apart from the question of rates and fares, the Imperial Government seems to be ill-equipped for entering on the preliminary process of getting the lines well worked?—Yes, and as far as the construction of this line is concerned everybody in that part of the world knows what occurred. When the Killybegs line was made it was a capital paying line. Then they made the Glenties line. As soon as that line was

made from Glenties to Stranorlar it destroyed the Killybegs line. Then, contrary to the protests of the people who lived in the county, and contrary to the views of Lord Leitrim and the grand jury and public bodies of Donegal, Mr. Robertson and Mr. Gerald Balfour insisted on making this Burtonport railway system. A large part of the country through which it runs is simply bog, and did not touch the other route that everybody except Mr. Robertson recommended. The result is, they destroyed the Glenties line. So, if the Irish authority could not manage better than the Imperial Government, as far as Irish railways are concerned, the Irish authority would be in a bad way.

30136. It is better to keep the Imperial Government as far out of it as possible?—Yes.

30137. Your county needs several branches, like almost every other county?—There is need for a branch railway especially through that very congested district I have referred to, and if the district was developed I believe that that branch would pay, because it would pass through a number of rather flourishing villages—Plumbridge, Gortin, etc. I know very well the inconvenience that the people suffer from.

30138. The existing lines only skirt a vast district, the interior of which is not served?—Exactly. The interior is not served at all.

30139. Take all the branches needed in Ireland together and they represent a very considerable capital?—I should think they would.

30140. What do you say to the prospect of the branches being provided either by private capital by the Treasury, or by local contributions?—I am afraid that the local contributions would not be very extensive.

30141. Transit is not a local question?—My idea about the British Government as regards this country is, this country has been greatly handicapped in the past by the British Government. Everybody acknowledges that.

30142. Even the British Government itself?—It owes an immense deal that it can hardly repay to Ireland. Everybody who reads history will acknowledge this. Therefore, if they devote Imperial money to helping in the development of Ireland, it will be only giving back to the country a little of what has been taken away.

30143. So high an authority as the late Mr. Childers held that the over-taxation of Ireland made a conclusive case for such a subvention to this country as would allow the rates and taxes to be reduced by one-half?—Yes. I don't mean to say that an individual in this country is overtaxed more than in England. That is not the point. But a distinct bargain was made with this country. That bargain has been broken. To my mind, Ireland as a country has a strong claim against the English Government to help without making us beggars. In any case it has a strong claim to be helped in every way that the Government can help it legitimately towards development.

30144. On the question of branches, transit, considering its effect on trade and the whole life of the community, is not a question of private capital, but is a public question?—Yes.

30145. Is not the country as a whole interested in the development of transit, in every part of it?—Of course it is.

30146. Would you say that the best prospect of getting this Irish railway system adequately developed would be to treat the transit question as a public question, and to have a central authority who would use the public resources for the provision of useful branches without laying a burden upon any particular district?—Certainly. That is my idea. Of course, by State purchase there would be an enormous amount of saving. There are 200 or 300 directors in this country, of the various lines. I suppose they are paid something and also have travelling facilities over their lines. That little Clogher Valley tramway has fifteen directors, five more than the London and North Western, and they have got free passes over that line and over the Great Northern line.

30147. Looking at the question as a whole; looking at the heads of expenditure, and considering that there are seventeen independent lines, would you be inclined to accept the authority of the late Sir George Finlay, that there might be a saving of 20 per cent. by united working?—I should think there would be a considerable saving. It would be only a guess to say the amount, but I should imagine it would be at least 15 or 20 per cent.

30148. Reaching up to towards half a million?—I think it would be very considerable indeed.

30149. As we are on that question I would like to ascertain whether you think the saving due to public credit, whether by Treasury loan or Irish stock, added to the saving by united working, would not be sufficient to enable that body to give reductions in rates and fares up to the level of their resources without involving any public risk?—I don't see the smallest public risk. I quite agree with what you say.

30150. You are not a commercial man, but you are a student of public questions, and, as regards one branch of commerce, you are able to give direct evidence—the manufacture of shirts?—Yes.

30151. Do you find, occasionally, that the rate of transit is such that you really cannot sell shirts in England to advantage?—The town of Omagh is greatly handicapped in every case by excessive rates. Of course, the railway company, for reasons of their own I suppose, have to do it, but it seems very hard that people living in the town of Omagh have to pay very much higher rates than people living, say, in Strabane or Derry, which is a longer distance from Dublin or from Belfast.

30152. Does the system of rates hinder you from selling not only in England but also from selling in other parts of Ireland?—I cannot say that. Our trade is chiefly with England, and local.

30153. We have had evidence that the rates in Ireland are prohibitive of selling in one part of Ireland articles such as these made in another part of Ireland?—The sale of that article is greatly handicapped, which is practically all I know of the rates question.

30154. I would like to ask you, as a student of public affairs, whether you are aware of the efforts that have been made by Ireland from time to time to work this Irish railway system according to public needs?—Yes; I know that.

30155. Forty years ago Irish members and Irish peers appealed to Parliament to make these railways public property, and undertook that Ireland would accept responsibility?—Yes.

30156. Do you think that should have been granted?—Yes, I am sure it should.

30157. Since that time the railway system has continued, depopulation has gone on, foreign competition has increased, Irish manufactures have not developed, and the state of the country has gone from bad to worse?—That is so

30158. Do you say now that the time has come when this question should be candidly reconsidered, with the sincere desire and resolution to solve it?—The time should have come long ago. It is rather late now, but there should be no further delay in the matter.

30159. There should be no toying with the question?—There should be no toying with the question.

30160. A policy of subsidies has been recommended, a policy of paying the railway companies, allowing the railway companies to continue as they are, and paying them for reductions by subsidies from the public revenue. I ask you, as a public man, first, would these subsidies not have to come out of the balance of Irish revenue contributed to the Exchequer after payment of existing charges on it?—From all the experience in the past I should think that is where the payments would come from.

30161. There is no other way?—I think the Irish public would have to pay the subsidies in the end themselves.

30162. And it would have to come out of the Irish taxes?—Yes

30163. Upon that balance of Irish revenue, are there not, at present, a great many important urgent competing claims?—There are, of course, a great many indeed.

30164. If we were to start this question by saying we ask for a charge to be laid on the public revenue, would that be a good way of initiating reform?—I don't think it would.

30165. Would it not be much better to make a positive effort to deal with the question by unifying the system and applying those two savings of which you have spoken to reduction of rates and fares, and

Unification of the Irish railways would surely result in considerable savings.

Complaint that the trade of Omagh is handicapped by excessive rates.

The proposition to have the Irish railway system transferred to public control made by Irish members and Peers forty years ago.

The proposal to continue the existing companies and grant subsidies to enable reductions in rates objected to.

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proceeding experimentally without any charge upon them?—That is my strong opinion.

30166. That would be the true policy?—That would be the true policy.

The policy of unification of the railways under public control and the application of savings effected thereby to rate and fare reductions advocated.

30167. Would it be practicable really if the railways were paid by subsidies for reductions in their rates, to ascertain in any satisfactory way whether the value was given?—I don't think it would. It might give rise to lots of irregularities of various sorts and kinds.

30168. Looking to the vast complication and intricacy of railway business, could anybody, approaching it from the outside, ever say whether the service given was equal to the subsidy?—I don't see how they possibly could.

30169. If the nation subsidised traffic the traffic subsidised would be that most needing development?—Yes.

30170. Would it be a good thing to kill the interest of the railway companies in the development of that traffic?—I don't think it would.

30171. It would be much easier for them to take a cheque for the subsidy than to develop the traffic?—Yes. There might be some means by which the State could intervene to see that the subsidy was properly expended, but I don't believe in subsidies.

Subsidies to existing companies to secure reductions in rates condemned.

30172. If the subsidised traffic developed, but not to the full extent of the subsidy, and the subsidy was withdrawn, the railway company would be in a worse position than before?—Yes.

30173. It would be to their interest not to develop traffic, but rather to get the subsidies?—Yes.

30174. That would be a most dangerous and evil policy?—Yes. The only way I see of dealing with Irish railways, and I have thought a great deal about it, is by State purchase, and then to have them governed by an Irish Board, partly of experts and partly of representatives of the people.

The constitution of a suitable governing body of a State-owned system.

30175. Would you have any objection to the representative body being the prevailing element at that Board?—There was some talk not long ago about a Council to govern this country. Of course I consider there is more than a Council required to govern and develop this country, but in the absence of the other, a proper Council would be a great advantage to this country, and that great use could be made of the County Councils and the grand juries without talking of direct representation in the formation of such a Council. If direct representation was not granted a capital Council could be formed of representatives from the County Councils and the grand juries, and I believe you would have an excellent body sitting in Dublin capable of managing the affairs of this country.

30176. And governing through a Board of railway experts?—Yes.

30177. You know that by the operation of the import rates into England the traffic in food has been, to a great extent, appropriated and seized by foreign competition?—Yes.

30178. A traffic, which owing to its natural position, ought really to belong to Ireland?—Yes.

Unsuitability of a British department to satisfactorily administer the Irish railways.

30179. If Ireland could obtain a substantial part of the increase would not it make this country relatively prosperous?—Yes; it would be a great help.

30180. On the other hand, import rates into Ireland on manufactured goods have hamstrung the Irish manufacturer. He finds himself unable, owing to high inland rates, to dispose of his goods in competition with the importer?—So I believe.

30181. That being the state of the case would it be anything short of absurd to commit this Irish transit question, and the administration of it, to a British department controlled from London, and responsible to no one in this country?—I would not agree with any proposal of the sort.

Disapproval of the proposal to further amalgamate the Irish railways and leave the system of ownership unchanged.

30182. You would prefer the present system, bad as it is?—I would. I don't believe that the Midland company's coming to Ireland has done anything for it.

30183. It is proposed to amalgamate the railways into four systems, or one system, and leave them private property. Would there be any sense (while changing the system) in leaving the rates and fares as they are and leaving it to the companies to say, at their good pleasure, whether the increased profit due to concentrated working was to be used in reduction of rates and fares, or in adding to the dividends?—I think it would make confusion worse confounded, and I would have nothing to do with it.

Examined by Colonel Hutcheson Poë.

30184. I was rather surprised to hear you say that the Burtonport Extension has not been of material benefit to the country which it serves?—I don't say that, but if the line had been made in a different direction it would have been much more beneficial. You have been up there inspecting it.

30185. I am sorry to say I have not had that advantage?—It is nearly all running through boggy country.

30186. At the same time the information which we have had, and which Mr. M'Farland has admitted, goes to show that the traffic on that Burtonport Extension has increased beyond all anticipation, and that in fact it is the most paying section of the whole system?—Yes, but it has depleted the Glenties line.

30187. You think there was not room for the two?—I think the line was not run in the proper direction. It should have gone through an important part of the country, that is, through Milford, and on that way to Dunfanaghy. Dunfanaghy is the most important town on the line, and the line does not run within four or five miles of it. It skirts it. It does not go into it. Dunfanaghy is a place where a great number of people from Derry and Letterkenny and other places go to the seaside. It is a favourite tourist route. This line simply goes practically through a bog.

30188. Still, I don't quite see, even if the line had gone four miles further north, as you suggest, how that would at the same time depreciate and take away the advantage of the Glenties line?—I don't know personally, but I have been told by the manager of the line that that is so.

30189. With regard to the management of the whole of that system, we have had a great deal of evidence, and I don't propose to follow it up except by asking this. The contention of the Board of Works has been that the concern is grossly mismanaged by the Lough Swilly Company. Against that contention the Lough Swilly people say that there were such serious departures from the original specifications and contracts as to involve the Lough Swilly Company in a great deal of loss. The line, according to them, has been badly constructed, bad work, bad viaducts, and so on. Can you say, from your knowledge, which of these versions is correct?—As far as the line is concerned I cannot say much about it except that I am constantly skirting along it with a motor car, and viewing the general construction of the line it seems to be well constructed. The line from Letterkenny to the junction is outside of this high standard. It is a danger to the public. They don't spend a penny piece on it. The rails are of the lightest possible description. They pay no attention to the regulations of the Board of Trade.

30190. That is between Letterkenny and Tooban junction?—Yes.

30191. I was not referring to that, but to the Burtonport Extension. The contention of the Lough Swilly people is that owing to departure from the original contract and specifications that extension was so badly constructed as to involve them in constant outlay to try to work it at all?—I don't believe it at all. I think the line is fairly well constructed, and is under bad management. I have constantly complained to the Board of Trade about that line and its inconveniences. I have experienced myself no end of breakdowns, stuck in a bog for hours, with no chance of catching trains. How the Derry people put up with the inconvenience of the line so long, and so patiently, I don't know.

30192. You are aware that, some few years ago, the County Council of Donegal, and I think of Derry also, advocated coming to terms with the Board of Works, who were in possession of the property, to make some little payment, and to make over the whole system to the Lough Swilly Company. Subsequently they receded from that position?—Yes.

30193. You think, in receding from that position, they acted wisely?—Yes.

30194. It would not be to the benefit of that community generally that that intervening section should be taken over by the Lough Swilly people?—No. I think the Government, if they knew, as they should have known, from the frequent complaints, and from the newspaper correspondence, and from every source of careful inquiry, that if they handed over these railways to an incompetent company, such as this

proprietory railway is, it would be a sure way not to have these branch lines properly developed; it would follow, as a natural course, that from the beginning to the finish of the whole business they never would have contracted such a bargain as they did with the Lough Swilly Railway Company.

30195. At any rate, without going into that question, you would be opposed, in the interests of the public generally, to any further powers being given to the Lough Swilly Company?—Certainly. I think they should be all taken from them if it can be done.

30196. I gather that the effect of the Strabane and Convoy extension, shortly to be completed, will probably be to solve this difficulty?—It will greatly solve the difficulty, because nobody will travel over the old company's route unless compelled to do so.

30197. At the same time, a point which came before us on behalf of the guaranteeing area responsible for dividends on the Letterkenny branch, was that, though they opposed extension from Strabane and Convoy, Mr. Wyndham, who was then Chief Secretary, advocated it so far as to say that, though the rate-paying area of Letterkenny would suffer, yet, in the general interests of the whole of the community, he thought the extension should be made. I would like to know whether you think such an argument, which, no doubt, carried great weight with the House of Commons in the passing of the Bill, does not constitute an argument in favour of some relief being given to that guaranteeing area?—I think it certainly does, because that extension of railway was made contrary to the wishes of the people, forcibly, by the British Government, and by Mr. Gerald Balfour, against the advice of Lord Leitrim and every person who knew the locality and knew the wants of the people.

30198. Even this Strabane extension, which is made against their wish, will have the effect of drawing off traffic now going over the Letterkenny branch to Strabane?—It will.

30199. It will take away any possibility of a reduction in the liability which the Letterkenny people have to pay?—Yes.

30200. In your opinion, you think that constitutes a fair argument for the Treasury giving them some relief?—I think so.

30201. I see you advocate a light railway from Strabane or from Newtownstewart to Cookstown?—Yes.

30202. As you perhaps know, I am acquainted with that district. I live up there for a certain portion of the year. Assuming you put the expenses down at £3,000 or £4,000 a mile, such a line, about 35 miles long, would cost about £150,000. To pay 3 per cent. on such a sum would involve a net revenue of, say, £5,000 a year. Do you think it is possible, in such a district as that, to have such a surplus of receipts over working expenses as to pay even the low rate of interest I have mentioned?—Of course we all know that part of the district is extremely poor.

30203. Very poor?—Yes. At the same time it is very thickly populated; a large number of people live in it, and I think it is wonderful what a railway will sometimes do. Nobody would have imagined for a moment that the Burtonport line would have paid; yet it does pay. Of course it has the sea fisheries.

30204. It has the fisheries and several industries; but in this particular district there is no industry except the agricultural one, and that is a very small one?—Yes; but there might be a development of industries.

30205. But, do you think it could possibly pay?—I don't think it would be a paying line; but it would tend to make the people richer.

30206. Do you think the people in that district, and the Tyrone County Council, speaking on behalf of the ratepayers of each district, would be prepared to guarantee anything?—I think, if there was some help assured, the County Council would be prepared to guarantee a portion, and I am sure the people themselves would gladly submit to pay a tax to have the railway.

30207. We have had evidence from all parts of the country, even where the liability of various districts has been reduced by one-half, that the people grumble about the rate?—They grumble.

30208. These are grumbles that we need not attend to?—I think the advantages would be so great as to more than repay any little tax put on them.

30209. With regard to the general question, you are aware that, for the last thirty or forty years, proposals for State purchase or amalgamation have been frequently before the public?—Constantly.

30210. In 1873 the Government of the day expressed itself ready to give financial aid to the Irish railway companies provided amalgamation took place?—Yes.

30211. In 1881 or 1882 the House of Commons was again in favour of the amalgamation of Irish railways by every private means in their power, and even, if necessary, by Parliamentary action; and in 1888 the Allport Commission were also in favour of greater centralisation of control, accompanied by very material reductions in the rates?—Yes.

The trend of public opinion in favour of unification of the railways of Ireland and a reduction in transit charges for many years.

30212. So, looking back on the history of railways for the last thirty years, every inquiry that has been held, and any motion that has been brought before Parliament, whether they advocated State Purchase or not have all been in favour of amalgamation, and all consider that, in the interests of this country, considerable reductions of rates and fares were very desirable?—Certainly.

30213. Is there any reason in the present day why that opinion should be modified?—I don't think there is any reason. There is rather an increased reason why the State should come to the help of the Irish railways, and I don't see any difficulty in carrying it out, even in the present depressed condition of the money market, by purchasing up the Irish railways.

30214. With reference to the financial part of the transaction allusion has been made several times to the Financial Relations Commission, and Mr. Sexton called your attention to the view expressed by Mr. Childers. I daresay you are aware that he drew up a draft report before his death?—Yes.

Opinions of the Government and the House of Commons on purchase and amalgamation of Irish railways since 1873.

30215. In that draft report, in taking into account the excessive revenue which this country contributed and which he put down at 2¾ millions, and in considering in what way restitution or compensation should be made to this country, he said that of the three alternative courses by means of which practical relief could be given the one which most commended itself to his mind as being the most likely to advance the prosperity of the country was the consolidation of the railways, and the grant of money to assist them. I think he went so far as to say that putting aside any claim we might have, as to which there is a difference of opinion, it would be good policy on the part of Great Britain to give such an annual sum of money to this country as would develop its industries and resources?—I think, as I said before, in view of the past history of the country, although I think the people must take in hands more the future development of the country, yet they should be helped to a certain extent. If I wanted to develop my profession I would put my whole skill and energy into it, and I think the people should not be helped too much, but should be brought to develop all their latent powers. It is not good to help them beyond a certain point, and the only reason I would advocate the British Government helping Ireland in the way I have mentioned is simply because I believe that Great Britain owes Ireland an immense sum of money, and therefore there is no objection to taking any we get; but if the individual is helped too much his energies are depressed more or less.

Ireland's claim for financial assistance from Great Britain for the development of the country.

30216. *Mr. Sexton.*—There is no danger of that kind of depression in this case?—Not much in this country; still, at the same time, you have to be careful, I think.

30217. *Colonel Hutcheson Poë.*—Apart from any claim we might have, would it not be good policy on the part of Great Britain to do anything to materially increase the prosperity and the purchasing capacity of Ireland?—I think the greatest deed any British statesman can do is to make Ireland friendly and to make her prosperous; and if you wish to help the Empire you can do nothing better than make Ireland happy and contented.

30218. And to put the people in a better position to pay for commodities which they are obliged to take from England?—Yes.

30219. And any assistance which England might be prepared to give in the way of helping us to carry out this transaction of taking over the railways might lead to such development as, after a time, would recoup itself?—Yes. I have every reason to believe that.

English financial assistance in purchasing the Irish railways would ultimately benefit the mother country

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30220. I gather you are opposed to subsidies?—I don't agree with subsidies.

Any scheme of subsidising the Irish railways from public funds apart from State purchase disapproved.

30221. I think Mr. Childers contemplated a reduction of the rates by one-half. That might involve some loss to the railway companies, and that loss would be guaranteed for a certain time?—I don't think, if you bought up the Irish railways, that the shareholders should suffer any loss.

30222. Though you are opposed to subventions and subsidies such as you say would risk undermining the enterprise and the commercial instincts of the management, you would not be opposed to the State assisting, if necessary, in buying up the fixed charges on the Irish railways, which, of course, it could do upon favourable terms, and in that way assisting any such body as might be entrusted with the administration in carrying through the transaction?—Yes.

The capability of an elected Irish body to satisfactorily control the railways.

30223. I gather from your remarks you would have had no hesitation in entrusting the control of the purchased system of railways to such a body as the Government recently proposed to establish—the Irish Council?—The Irish Councils are better than the English Councils, and there is no reason why, as they do their work well, the Central Irish Council would not do the same.

30224. I don't want to get into politics, but I gather that, in your opinion, the proposed Council would have been a great benefit, and would have given some control over this matter?—I don't approve of the last Council Bill of the Government.

30225. You don't think half a loaf is better than no bread?—I do; but that Bill would have made a Tsar of the Lord Lieutenant.

30226. But, talking of the general principle?—The general principle I approve of. If you don't get Home Rule, a Council would be better than nothing.

30227. *Chairman.*—We had better steer clear of political considerations.

30228. *Colonel Hutcheson Poë.*—Any such body, or a similar body by which satisfactory control could be established?—I think so.

Suggestion that a body of experts responsible to an Irish authority should administer the railways.

30229. Would you be prepared to hand over the administration of Irish railways to the General Council of Irish County Councils?—I would not. I don't think that that is a satisfactory body, as at present constituted. My idea is it should be composed of experts, with popular representatives upon it, so that you would have the experts managing the expert part of the business, and the public brought into communication with the expert members by the agency of the representatives of the County Councils and the grand juries.

30230. The idea of a good many witnesses who appeared before us was that the railways should be administered by a Board of the best railway experts, but that they should be under the control of, and responsible to, the General Council. I should like to know what your idea is upon that?—There are a number of the counties not represented on the Council.

30230a. *Chairman.*—I think the doctor has fully explained what he means. There should be experts to manage the railways, and an Irish authority to control them.

30231. *Colonel Hutcheson Poë.*—That is the point I wished to get from him. We have got no such body except the General Council?—You could create it through representatives from the County Councils and Grand Juries.

Or as an alternative a Railway Board selected by the representatives of the people.

30232. *Mr. Sexton.*—If there was no other body created?—Yes; if there was not.

30233. *Colonel Hutcheson Poë.*—Failing any other body, would you be prepared to give it to a railway Board, assuming that the administration would be in the hands of a railway Board of experts?—Selected by representatives of the people; that is my idea; a small Board.

Examined by Lord PIRRIE.

The money due to Ireland in respect of over-taxation.

30234. You say that every person admits that the English Government owe us something which might in part be utilised in the making of new railways, or the extension of existing ones. Do you mean every person in Ireland, or every person in England also?—Every person in England and Scotland should admit it.

30235. If every person admits it, why are not those works done? You were a member of Parliament. Did every person in Parliament admit it?—I am afraid.

30236. I think, as regards the evidence on the minutes it is this, that every person admits that the British Government owe us something?—They should admit it. You have a British Government in power, appointing a strong financial relations Commission——

30237. *Mr. Sexton.*—The best men they had?—Yes; composed of thirteen or fourteen experts, the greatest and soundest authorities in the country. They investigate the matter, take evidence, and go thoroughly into the whole question, and report, with only one exception, that undoubtedly this country is overtaxed to the extent of 2¾ millions.

30238. There was no exception on that point?—Very good. If that public Commission, appointed by the British Government, has so reported, surely every intelligent man in England and Scotland should know we have got a good case. If they don't know it I am sorry for them.

30239. *Lord Pirrie.*—I thought you meant to convey that every person in Ireland believed that there was a balance in favour of Ireland, but certainly every person in England does not, or else what you suggest by way of restitution would be done?—I don't know that. Everybody in England may believe that a great many things should be done, and at the same time the Government won't do it. Everybody in this country believes that the report of the Viceregal Commission on Workhouses in Ireland pointed out the reforms that were needed, and though we have got a powerful Liberal Government in office at the present time, who acknowledge that this is so, and that that Commission has correctly reported, yet it has done nothing, and I am afraid that perhaps it may do the same about the Railway Commission.

30240. You think that everybody should concur in the conclusions of the report?—Every intelligent man who reads and studies the papers should know that this Commission, appointed by the British Government, has reported that England is indebted to this country in a huge sum of money, and consequently it is acting upon that I say that everybody admits that this money is due.

30241. You made a statement also as regards the Northern Counties Railway to the effect that it has gone back since it was taken over by the Midland Railway Company of England?—In my opinion it has gone back.

30242. You seem to be strongly of that opinion?—Yes; I gave my impressions as the result of travelling on the line.

30243. Has it increased the fares?—No; it has not increased the fares, but it has done nothing to develop the line, so far as I know. It has left it to this Northern Counties Committee, and what is the result? The Northern Counties Committee have full control and management of the line, and they take the greatest possible trouble, but they have not to meet their shareholders now. They have no incentive to bother themselves about it.

30244. If they have not to meet the shareholders, does that make any difference to the shareholders if they get the accommodation of extra trains, and if the line is really improved?—They do not do it. The carriages are dirtier. I do not know myself, because, of course, I only travel on the line occasionally. I run down to Portrush and Coleraine, and places there, and my general impression of the line is that instead of having improved under the Midland Railway management, it has distinctly gone back.

30245. Then, you do not consider that it is an advantage to Ireland that the Midland Railway Company, a very large company, invest money in Ireland and show confidence in the country?—No; I do not see the advantage.

30246. You do not think their action brought any money into Ireland?—I do not think it brought a penny into Ireland. The Midland Railway and the Great Northern Railway pool the business, and they can manage the thing between themselves, and stop competition, and I say it does not help the public an atom.

30247. You seem to be very strong in your opinion; but, except the dirty carriages, you have no other instance of degeneration?—And that the time-keeping of the railway is not as good as it used to be. And people going through Portadown are very much inconvenienced.

30248. You speak of this 10 o'clock train from Belfast to Portadown?—Yes.

30249. We communicated with Colonel Plews, and Colonel Plews on that occasion said that if the Post Office would agree to put back the train he had no objection to put it back. And I understand, from conversation I had at the Post Office, that the Post Office is quite willing to alter the train to suit the travelling public, provided it does not interfere with the delivery of the mails. I think that question of yours refers to the train that leaves Belfast at 10 o'clock, and has to wait at Portadown three quarters of an hour. I cannot see that the Post Office, if they are assured by the Great Northern Railway, that the putting back of this train would not interfere with the work of the Post Office, would have any objection whatsoever to it.

Colonel Plews.—I think you are confusing two things. I think your inquiry had reference to the time of the train from Dublin, which was advocated by some witnesses. Our inquiry had reference entirely—the recent one—to the 10 o'clock train from Belfast, which runs as far as Portadown, and waits there—speaking off the book—for at least an hour.

Lord Pirrie.—Yes, and the impression on my mind, from the conversation I had at the Post Office, and the way the Post Office wrote to me several times since, is that they would be quite willing to alter the train to suit the convenience of the public if the railway company could only put it clearly to them what they wanted, and that it would not interfere with the work of the Post Office.

**Colonel Plews.*—I should be glad to give you a copy of the correspondence.

30250. *Chairman.*—You see the Post Office have always a reservation. They say, "If it will not interfere with our post office work"?—(*Witness*).—I have spoken to Colonel Plews, and he said he was anxious to consider any complaint that was made, and he did not take notice of this matter.

Lord Pirrie.—I think, myself, that this train could be altered for the convenience of people at Portadown as well as others.

Colonel Plews.—No doubt it would be a public advantage, instead of leaving at 10 to leave half an hour later.

30251. *Lord Pirrie.*—Then, the impression on my mind is that the Post Office would agree to it. That is my impression from the conversation. Now, may I ask you one question? You stated that the shirts cost 7*s.* a ton more from Omagh?—8*s.* 6*d.* a ton.

30252. 8*s.* 6*d.* a ton is a very small fraction of a farthing, is it not, per shirt?—Yes.

30253. Now, you have, in Omagh, very much greater savings from not having nearly so much taxation in Omagh as you have in Derry?—Yes.

30254. And cheaper labour than in Derry?—Not much cheaper labour.

30255. But something cheaper?—Practically just the same.

30256. And therefore the fraction of a farthing per shirt cannot surely make much difference?—But what about the 5*s.* difference in coals for driving your engines? An interior town, a town like Omagh, is greatly handicapped by the increased cost of coal as compared with Derry. You must consider the difference caused by the increased price of coal, and then, if you increase the cost of shirts you will find that our little shirt factories, which are handicapped in Omagh, are crushed out.

30257. *Mr. Sexton.*—It is not a question of a farthing a shirt, but one of the effects of the raising rates on wholesale purchasers, and on the trade as a whole.

30258. And also the effect on the trader's budget, at the end of the year; not how much per shirt?—Certainly.

30259. *Chairman.*—Now, about this extension to Burtonport. Do you seriously say that there was opposition on the part of some of the residents in the county to the scheme projected by Mr. Robertson?—Well, you will get opposition to almost any project; but the great preponderance of public opinion was what I tell you, and the Grand Jury were almost unanimous in recommending, headed by Lord Leitrim, the late Lord Leitrim, who was a most active man, and had great influence in the place, and took the greatest possible interest in the development of his own county.

30260. Was that opinion publicly expressed?—It was, before the Grand Jury. The whole thing was debated, and every effort was made to get this line put in this direction, and Mr. Balfour—that was Gerald Balfour—sent down Mr. Robertson, and notwithstanding every effort of the people to change his determination, he obstinately insisted that that line should be made, and he also said, "If you do not have that line you will have nothing." Against the almost unanimously expressed opinion of the people this was pitchforked on them.

The route chosen for the Burtonport Railway alleged to have been adopted against the opinion of the county.

30261. *Lord Pirrie.*—But it was all discussed and argued before the Privy Council?—It was before the Grand Jury. That was the local representative authority at that time. Of course the people would know a great deal more about it than the Privy Council. I would not give much for the opinion of the Privy Council against the opinion which had a knowledge of the county.

30262. *Chairman.*—Is there any other point?—I want to bring under your notice the great inconvenience to the public of the light railways persistently ignoring the regulations of the Board of Trade about automatic brakes. There is not one of these lines, the Letterkenny Railway, the Burtonport Line, or the Glenties Line, or the Killybegs Line that makes use of the automatic brake; and the result is that it has encouraged them, to the great inconvenience of the public, to run mixed trains. The public are shunted about, and knocked about, in the most extraordinary way on these lines, and the consequence is that more than half of them are goods trains, and they run no other passenger trains. If I want to go to Killybegs it takes me five hours to get there from Omagh.

The inconvenience to the public occasioned by mixed trains without the continuous automatic brake on light railways in Donegal.

30263. *Lord Pirrie.*—How long would it take in a motor?—About half the time. I never think of using the railway. I always use the motor. I mean to places on this line.

30264. *Mr. Sexton.*—How far is it?—It is about fifty or sixty miles.

30265. *Colonel Hutcheson Poë.*—From Strabane?—No, from Omagh. And it consequently kills the development of Killybegs, which is a beautiful place, so far as seaside people going to it. They would not dream of going a journey like that, because of the inconvenience and shunting and knocking about that they experience. They never use the brakes on this Lough Swilly Line, although I have over and over again drawn the attention of the Board of Trade to the fact, and to the extreme danger to the public, of a line with steep gradients, without any brake.

The Lough Swilly line instanced as involving extreme danger to the public in this respect.

30266. *Chairman.*—They have brakes?—They have brakes, but they do not use them. They used to have a string of eight or nine wagons without any brake whatever behind them. Now they have the guard's van, but they have no automatic brake.

30267. That is compulsory upon them, with mixed trains?—It would be very convenient if this line could be made to run passenger trains.

Mr. Tatlow.—Might I make one observation on behalf of the Northern Counties Committee, as it has been said that nothing is being done for the public convenience? Just one fact I should like to mention. They run now 200,000 more train miles in the year than they did before the acquisition by the Midland. That must represent a very great convenience to the public.

30268. *Chairman.*—That must represent additional trains.

Mr. Tatlow.—Additional trains, and they are largely passenger trains. Then there are more trains, and, as to goods, they use longer trains by the employment of heavier engines. They have got six more engines and fifty more wagons.

30269. *Chairman.*—Dr. Thompson frankly told us he was not thoroughly acquainted with the line. He merely gave his opinion from observation in travelling along the line?—(*Witness*).—That is all; from what struck me.

Explanation on behalf of the Northern Counties Committee as to increased train mileage since the acquisition of the line by Midland Company.

30270. *Lord Pirrie.*—About the carriages?—Yes; that they were extremely dirty.

30271. *Chairman.*—You do not see any improvement since the acquisition of the line?—I see none at all. And I may mention that the station at Coleraine and other places are made public promenades. The general public overcrowd the stations on Sunday evenings especially, to the great inconvenience of passengers going to or from

* See Appendix No. 4.

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the line. Thy simply walk up and down, looking into the windows, and it is extremely inconvenient.

Lord Pirrie.—Perhaps they are seeing their sweethearts off.

30272. *Chairman.*—They make it a church parade?—They make it a church parade, and cause much annoyance.

Mr. T. B. Feely, examined by the Chairman.

Mr. T. B. Feely, Town Clerk, Strabane.

30273. Mr. Feely, you are Town Clerk of Strabane?—Yes.

30274. And you appear on behalf of the Strabane Mercantile Association?—Yes, sir.

30275. Well, I suppose that Association comprises the principal trades in the place?—It embodies the leading merchants of the town.

30276. And tradesmen?—And tradesmen—Yes.

30277. Of course, as town clerk, you have, I suppose, practical knowledge of the trade of the town?—Well, prior to my appointment as town clerk, I was commercially engaged for over twenty years in one firm, which is the largest firm in the timber and slate and milling and grain trade.

30278. How long have you been town clerk?—Seven years from last July.

30279. And before that you had experience of the business of the town?—Yes, sir.

30280. And before that I think you had a business experience of railways?—Oh, no; but my father had a connection with the Strabane Canal Company, and I assisted in the office, and had a slight connection with the traffic business.

30281. No direct connection?—No, sir.

30282. Now, the next subject that you refer to I don't think I need go into, because it is a question of a dispute with a canal company, and we are not inquiring into canal companies; we are only dealing with the railways?—Will you permit me to say that Strabane occupies a very queer position by the nature of its geographical situation. We look upon Strabane as a seaport town. It should be treated with the same facilities as Derry, inasmuch as we have a waterway coming within three miles of the town, and we have a canal to it that was made by a grant of the Irish Parliament; and that is a public canal and merchants can use it if they like; and we look upon it as a seaport town, and yet Derry has advantages over it.

The same treatment claimed for Strabane as for Derry in the matter of rates.

30283. You have not a tidal waterway?—We have a tidal waterway on the river.

30284. Is it all dry at low water?—No, there is a reasonable depth of water, and, in my own recollection, lighters with coal traded up to Lifford. Thirty-five ton steamers traded past Strabane.

30285. From where?—From Derry, past Strabane town, and up to Lifford and Castlefin, and we feel that Strabane ought not to be treated so; and that it is rather owing to its geographical position, and also to the facilities that were given it, that Derry should not get exceptional advantages as against Strabane.

The former flourishing condition of the Strabane Canal and its present undeveloped state.

30286. At any rate, no sea-going vessels could get up to Strabane?—Yes, sir, they could. I have seen a steamer in the canal basin loaded with eighty tons of timber for a private firm in which I was employed, as a boy—a large timber merchant; he had large chemical works and saw-mills that gave employment at the time, and he loaded the steamer with goods in the canal basin, and the steamer was of sufficient size to enable it to pass through the lock gates, and sufficiently deep to be able to go over the sill of the lock; and that vessel went right through to Glasgow, and came back with a cargo of coal.

30287. What was the tonnage of that vessel?—Eighty or ninety tons.

30288. You do not call that a sea-going steamer?—Oh, no. I know; but it would do for coasting trade.

Dimensions of the locks and navigable depths of the water-way.

30289. There is a lock on the canal connecting the waterway that goes from Londonderry to Strabane?—Two locks.

30290. What is the width of the Lock?—Twenty-four feet about.

30291. What is the depth of water on the sill?—We applied to the Board of Trade to look after this canal, and they say they have no power to compel attention to these things, and my idea would be that canals should be looked after as well as railways.

30292. *Lord Pirrie.*—What is the depth of the water; is it six feet?—As a rule it is a depth of five feet six inches to six feet.

30293. Six feet, that is the maximum?—We brought it before the Commissioners at Belfast, and, I am sorry to say, the Commissioners did not get an opportunity of coming to visit it.

30294. *Chairman.*—To whom does the canal belong?—It is public property. That is one of the difficulties raised by the Duke of Abercorn, who was owner and lessee of the soil through which the canal is made. In the year 1888, when it was necessary for the Canal Companies to lodge a schedule of the rates and tolls and matters of that kind, the Board of Trade, not having received a schedule from this company, were entitled to make out a schedule of rates which they considered reasonable; and the Duke of Abercorn, looking on himself as the private owner of the canal, raised a question as to the right of the Board of Trade to insist on the lodgment of a schedule, inasmuch as it was not a canal created by any public funds, and the result was that he lodged an appeal against the schedule, and the merchants of the town at the eleventh hour, I may say, got awake to the necessities of the case, and they appeared in support of the Board of Trade, with the result that, at Dublin, the schedule was confirmed in a provisional order.

30295. That was Lord Balfour's Committee?—Yes, sir, and the Duke of Abercorn appealed against that, and we had to struggle hard, at very considerable expense, and we had to appear before the Committee of the Lords and Commons, of which the chairman was the Duke of Richmond; and not only did we succeed in maintaining our position against the private, or disputed private ownership of the Duke, but we satisfied that Committee that the canal was a public canal, and that the public had a right to trade over it on the payment of sixpence per ton. The Canal Company endeavoured to get a shilling a ton scheduled, and we beat them on that too.

30296. Who works the canal now?—This gentleman whose character you heard described by Dr. Thompson. Mr. John M'Farlane at present owns the canal, and he arrived at it in this way.

30297. I think that is rather beyond our province?—Well, the canal is not managed at all, sir; it is mismanaged. It has a history that, if the public had it, they would be surprised at, and I am sure, sir, that you and the rest of the Commission would feel for the unfortunate inhabitants of the North of Ireland if they knew the difficulties under which they labour as regards transit facilities, with plenty of opportunities for them.

30298. Plenty of opportunity of working the canal, and the canal not being utilised?—The canal is not being utilised, and they work partly in collusion with the railway.

30299. *Lord Pirrie.*—With the Lough Swilly Railway?—No; with my honorable friend, Colonel Plews.

Colonel Plews.—Till this moment I did not know that Mr. M'Farlane had anything to do with it.

30300. *Lord Pirrie.*—He cannot have anything to do with it, probably?—Will you pardon me on that. Will you permit me to say this, and I am sure Colonel Plews will not attempt to deny it, that it was with James M'Farlane the predecessor in title of John M'Farlane, that there was a treaty made and concluded between M'Farlane and the railway company.

30301. *Mr. Sexton.*—If the canal is public property how does Mr. M'Farlane control it now, since you defeated the claim of the Duke of Abercorn?—Because he received a lease for the working of the canal from his grace the Duke.

30302. We thought the Duke was defeated?—So he was; but the canal he had—if you give me a minute I will just explain the history of it.

30303. *Chairman.*—It is beyond the scope of our inquiry?—It is beyond it in one sense, but in another sense it touches it in this way, that I desire to point out to you that that canal has been manipulated by Mr. M'Farlane, not by this present John M'Faralne, but by the James M'Farlane who was the Duke of Abercorn's agent; and he manipulated so as to work

that in collusion. There was a company formed, and he became owner of three-fifths of the shares, and his wife owned a fifth, and the attorney of the estate owned a couple of hundred pounds, and the bailiff on the estate was brought in too; and these were the company.

30304. Mr. Town Clerk, if you have any further grievance about this canal you will have to go to the Canal Commission?—I am sorry for that.

30305. It is beyond our inquiry?—I know; but we have done our best before the Canal Commission.

30306. Well, you have done your best to get on the notes the grievances under which you labour. You have got them on the notes?—It is not for that; but it was with the hope of getting some redress. I have no personal desire to have anything I say put on the notes.

30307. *Lord Pirrie.*—The point that you speak of is on the notes of the Canal Commission that you have handed over. The whole of this will come before them.

30308. *Colonel Hutcheson Poë.*—Perhaps I can explain this. I see in this report of the Canal Commission that this lease was taken out by the Duke of Abercorn in 1890, for thirty years, and subsequently that lease was practically acquired by Mr. M'Farlane. The public have a right to use the canal on payment of a toll of sixpence per ton, though that right has not been exercised very much. But the canal company have a lease for thirty years, of which there are twelve years still to run; and, practically, Mr. M'Farlane is the lessee of it.

30309. *Lord Pirrie.*—The whole of that evidence is before the Canal Commission, and we have it?—Except that part of it, that the present lessee of the canal, Mr. John M'Farlane does not appear in that. It was James M'Farlane who was then the agent.

30310. *Colonel Hutcheson Poë.*—Here is the statement in the evidence of the witness—"His interest, I understand, has passed to Mr. John M'Farlane for the residue of the lease"?—Yes.

30311. *Mr. Sexton.*—Can you make it clearer why, notwithstanding the existence of this navigable canal and waterway to the sea, Strabane has not done better as to railway rates?—The only reason I can give is that the Derry merchants have been able to exercise more control or influence on the Directors of the Great Northern Company; they have more influence on them by reason of larger traffic.

30312. If the canal is navigable, why does not Strabane oblige the railway company to bring down the rates?—Well, we maintained our rights there up to the time the lessee of the canal, Mr. James M'Farlane put a bridge across the canal; and that was done to prevent the bringing in of a ship.

30313. Do you say that the navigation of the canal is impeded?—Mr. M'Farlane did not care twopence whether is was closed or not if he got £1,000 from the railway.

30314. You have not made it plain?—Why?

Examined by Colonel HUTCHESON POË.

30315. Is it because the Harbour Commissioners have neglected their duty in not keeping the river free up to Lifford?—That is part of the reason.

30316. Is the depth of water, instead of six or seven feet, about four feet?—Sometimes.

30317. The impression produced by reading the evidence before the Canal Commission was that the Harbour Commissioners had neglected their duty?—Yes.

30318. Whether that was in collusion with the railway company or not does not appear; but at any rate this canal manifestly cannot be utilised to its full extent under present conditions?—It can be utilised to this extent, that there is £30,000 a year of traffic carried over it.

30319. But I think that was brought before the Commission, and, reading the evidence, they gave, for what it was worth, that is the impression it conveyed to my mind, that the want of depth in the water was due to the Harbour Commissioners neglecting their duty. I don't know whether that is so or not, but at any rate your contention is that Strabane should as a sea-port have the benefit of lower rates. Of course, we have heard a good deal about ports, that they get the benefit of lower rates, and that traffic is carried past an intermediate station, to a distant station, a port, at a much lower rate than the intermediate station receives, owing to the fact that if it was not carried at that less rate it would go into the port by sea. That is so, is it not?—Yes.

30320. And your contention is that Strabane, occupying, practically speaking, the position of a sea-port, ought to get the same benefit of rates from Dublin, we will say, as at present Derry has?—Yes, sir. Well, we do not get that, and I would like to give evidence in that regard. We have a merchant in Strabane with £40,000, £50,000, £60,000 a year of breadstuffs. On one occasion he desired to introduce his business into the West of Ireland and into the South of Ireland, and he had arranged with this well-managed Great Northern Railway Company for a special rate to a particular part of the West, and the conditions were that he should load at Derry. Having finished the stuff that he had at Derry he thought it reasonable, if it brought him a benefit, that he might be permitted to load at Strabane, which was really fifteen miles nearer railway carriage to Sligo, and yet the railway company refused to permit him to use the breadstuffs to be delivered at Strabane, and insisted on his paying two shillings in addition, and he rebelled against this and fought them as long as he could, and the end of it was that he had to pay it, with the result that the business of breadstuffs deliveries from Strabane to the West was knocked on the head, as he could not succeed. Then, that was as regards breadstuffs. Derry has a preference in one case of from 10*d.* to 1*s.* 6*d.* a ton over the neighbourhood all round in this direction. Derry has an advantage over Strabane to this extent, not as regards imports which possibly as a sea-port, it might be contended was fair, but as regards exports in the rates charged to inland towns, for instance, Omagh.

Unfair treatment of a Strabane trader as regards the rates for bread-stuffs to the West of Ireland

Preferential rates granted to Derry to the injury of other towns.

(*Witness handed in the following list of rates:*—)

BREADSTUFFS.—5 ton lots.

Comparative list of rates for bread stuffs from Derry and from Strabane to eight stations.

Station.	Miles.	Strabane.	Derry.	Difference.
		s. d.	*s. d.*	*s. d.*
Bundoran Junction, ...	51½	6 6	7 4	0 10
Pettigo, ...	66	7 4	8 4	1 0
Castlecaldwell, ...	73	7 4	8 4	1 0
Belleek, ...	80	7 4	8 4	1 0
Ballyshannon, ...	83	7 4	8 4	1 0
Bundoran, ...	87	7 4	8 4	1 0
Belturbet, ...	95	9 2	10 0	0 10
Belcoo, ...	76	8 9	9 0	0 3

30321. *Chairman.*—The traffic originated at Derry? Yes.

30322. Not coming in by the sea?—Not coming in by the sea. For instance, agricultural matters, potatoes and grain and traffic of that sort.

30323. Potatoes?—If you look at the district you will find that Strabane and Derry are parallel practically, and if you take a circle of ten miles or so there are points at which it is immaterial to a farmer whether he delivers at Derry or Strabane, so far as regards the trouble of delivery; but it is very material whether he gets two shillings a ton more for his stuff, and the Derry dealer can afford to give two shillings more a ton for potatoes, for the reason that we are handicapped by the railway to that extent, and we claim that that is a most unreasonable thing, seeing that they have a less distance to carry the goods. Our rate from Strabane for potatoes to Belfast is 7*s.*, and from Derry it is 5*s.*, and the rate to Omagh from Derry is 4*s.* The rates to Omagh are 4*s.* from Derry, whilst it is 5*s.* 6*d.* to Strabane, fifteen miles less; and then the rate to Maguire's Bridge is 7*s.* 11*d.* per ton, and only 8*s.* 6*d.* to Derry.

Comparison of the rates for potatoes from Derry and from Strabane to certain stations.

30324. *Colonel Hutcheson Poë.*—What is the distance from Strabane to Derry?—About fifteen miles.

30325. Briefly put, is this what you wish to say, that traffic coming north, that is, anywhere north, to Strabane, should be carried to stations south of that town at the same rates as traffic coming north to

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Derry is carried to those towns?—Yes. I say that we are entitled to that; but we are handicapped. And I will show that in the case of these gentlemen that I spoke of. We had a coasting steamer to Derry which traded round to Belfast and Dublin. What we are on now is as regards porter traffic. The railway company ran at rates which were losing rates to themselves to Strabane, simply for the purpose of killing and knocking out the coasting steamer; and the rates used long ago to be 15*s.*, and then they were reduced to 12*s.*, and then, a little later on, they were 7*s.* or 7*s.* 6*d.*, and then they were 9*s.* 1*d.*, and there is a prevailing opinion that they have subsidised the steamer.

Complaint that the Great Northern Company reduced the rate for porter—Dublin to Strabane to meet steamer competition, and afterwards raised it again.

30326. *Lord Pirrie.*—Once they lower their rates they cannot raise them again?—I beg your pardon, they have raised it.

30327. You can go to the Railway Commission?—I can give several instances in which this company have made mistakes.

30328. *Colonel Hutcheson Poë.*—Give us instances where rates have been fixed at a certain level?—The steamer was carrying porter down from Dublin to Derry at 7*s.* compared with 9*s.* to Strabane. They could have brought it on to Strabane for 9*s.* 6*d.*, and the moment the steamer was off they raised the rate to Strabane to 12*s.*; and I know as a matter of fact, from one large spirit merchant in Strabane, that the railway company actually agreed with him that, whether the steamer was taken off or not, they would continue the rate of 7*s.*, and when they charged 12*s.* he said—"Didn't you give us your promise?" and they said it was conditional. Now, what is he obliged to do?—Sooner than give them the satisfaction of giving them 12*s.* he ships the porter to Morecambe, and ships it from Morecambe to Derry, and brings it by canal to Strabane; and the cost of all that shipping and the different handlings is only 6*d.* in excess of the rate charged at present by the railway company.

Alleged breach of faith as to porter rates on the part of the Great Northern Company.

30329. What time was that?—Inside the past twelve months.

30330. At any rate under a year?—Yes.

30331. The rate from Dublin for porter to Strabane by sea, previously existing, was 9*s.*?—Yes.

30332. And subsequently, when the competition was knocked off, the railway company charged 12*s.* 6*d.*?—12*s.* or 12*s.* 6*d.*

30333. Is that an addition of 30 per cent. when the sea-competition was knocked on the head?—Yes.

Ineffective representations to the Company, and diversion of the traffic to the Morecambe route.

30334. And have you made any representation to the railway company protesting against such an increase in the rate?—Well, I think this gentleman, the spirit merchant, actually insisted on them carrying at 9*s.* 6*d.* and they refused to do it. And what did he do—sooner than satisfy them he is put to this expense of having the porter shipped to Morecambe.

Reluctance of traders to have their names mentioned in connection with evidence submitted to the Commission.

30335. *Chairman.*—Do you object to give the name of the individual—if you do object, I won't press it?—I would rather not give it. On that particular point we have a terrible difficulty in getting the Northeners to face the music, that is, some of them. There is a good deal of backdoor bounties in connection with this company that we cannot put our finger on, and there is a good deal of preferential tariff and backdoor subsidies that we could not get at; and some of these men, when they really give us good information, valuable information of this sort, close our mouths and they say in a quiet way—"Don't introduce me, but I can tell you as a matter of fact such a thing has happened. As a matter of fact there have been lots of rebates. Some of the merchants have got a shilling a ton rebate."

30336. You say you know "as a matter of fact"?—Yes; because I have been told by the merchants.

30337. That is from information received, but you do not know it within your own knowledge. It is important if you can give us direct information?—Well, I have no hesitation in giving you the names of the gentlemen if you consider my word not worthy of belief.

Allegation that rebates are given by Great Northern Company.

30338. Do not put it in that way?—I am as positive as that I am here that that rebate was given or these men would not have told me.

30339. Unless we have some definite information how can we follow that up?—But that is what you cannot get, because the moment that that information is made public, from that moment that man is an enemy to the company, and they boycott him and harass him, and the merchants cannot really tell these things in their own interest.

30340. Have you any other instance?—In addition to the coasting steamer there is also flour from Belfast carried past Strabane at 4*s.* a ton by both the Midland Company to Derry, and the Great Northern Company to Derry, while there is a steamer at 4*s.* Now, while that steamer was in operation the railway companies did their best to throttle that little thing, and they actually carried at 3*s.* and 2*s.* 6*d.* in some cases. The steamer, owing to this unfair competition, ceased to ply from Belfast to Derry, with the result that the competition is practically closed.

30341. When was that?—Towards the last couple or three years.

30342. When did the steamer cease?—Inside the last six months, inside the last twelve anyway. You see, since my appointment I have lost hold of the commercial side of affairs. I am living, as I have said, for the last six years in municipal business, and I have not got hold of the commercial side.

30343. You say that has been done within the last six months?—Yes; and now they charge 8*s.* to Strabane, and they actually pass our door and go on to Derry, fifteen miles or less. There are some doubts if any of them are inclined to pay them 8*s.*, and they will bring it on to Derry, and bring it back to us, and in some cases they have actually imported goods into Strabane in the time of the competition by bringing them on to Derry and having them re-sent to traders in Srabane, and I was told yesterday that it was possible, some short time ago, in sending flax to Lisburn, that they were able to send the flax to Belfast direct from Derry, at a special rate, and re-send it from Belfast back to Lisburn, within ten miles of Belfast. There is talk of a levelling up of the Great Northern Railway rates in that regard.

30344. *Lord Pirrie.*—A levelling up?—A levelling up or down, as you wish.

30345. *Mr. Sexton.*—You do not care which?—Yes; I would rather have levelling down, because it is a comparatively poor district.

30346. *Colonel Hutcheson Poë.*—Now, in reference to the allegation that the railway and canal have a secret understanding, have you any direct evidence to confirm that?—Well, I know there was that feeling.

30347. You say that the canal received £1,000 from the railway company for the purpose of putting a bridge over the canal?—That is an actual fact. That has been published and never repudiated by the owner and present lessee of the canal; and there was an impression that his Grace, the Duke of Abercorn, got another £1,000; but Mr. Bailey, who is his agent, repudiated that at the late Commission, and I accepted his contradiction of the statement; but the Canal Company have never repudiated that they got £1,000, and put that low-level bridge there practically in order to stop the canal as regards sea-going vessels.

30348. *Chairman.*—That was to build?—They have no right to £1,000, to filch away the public rights, and if he spent the £1,000, it should have been applied in the interest of the public rather than in the interest of a company who had no right to do these things. We had no opportunity to get it out at the Canal Commission.

30349. *Colonel Hutcheson Poë.*—Do I gather that it is your experience, generally, that where competition exists the railway does its best, naturally enough, to stifle that competition?—That is our experience.

30350. And that when they cannot absolutely kill the competition they come to some agreement with the competing company as to the rates or fares which they will charge?—Yes, sir; that there is collusion between them.

30351. We know there was some understanding between the Grand Canal Company and the Great Southern and Western, and of course the Great Northern Railway Company will, no doubt, answer the references made to any understanding as to the rates to Strabane, but do you consider that there is some reason for thinking that these understandings are come to?—Of course it may have been for reasons of State, but there is no doubt that a representative of the Midland Company and a representative of the Great Northern Railway Company were seen together in close conversation in Derry and in other places as well, and they were spotted and noticed; and it may have

been affairs of State, or commercial or economic questions that they were discussing. I would not say that they were discussing an arrangement of rates, but we have no competition between the Midland and the Great Northern. They work parallel.

30352. Then, the benefits which were assumed to accrue from the competition of existing systems have ceased to exist, in your opinion. There is no such thing as real, effective, competition under such circumstances?—There is no competition in that regard, that they have equal rates, generally.

30353. And the facts that have come under your notice as regards the want of competition have led you to form the opinion which you have expressed in favour of State purchase rather than amalgamation?—Yes, sir.

30354. At any rate you are in favour of some change in the existing order of things?—Yes, sir; very strongly in favour of State purchase as against these numberless companies. It will end in economic management, and there will be equality of charges if the railways are all managed by the State instead of in this way.

30355. Were you in the room when Dr Thompson was giving his evidence this morning?—I was. I largely agree with Dr. Thompson, and with all he said with respect to the management of the lines, and how the managers do the work. They manage them as if it were merely a matter of dividends rather than of the utility and benefit, at all events, of the railways to the country.

30356. Dr. Thompson was opposed to State purchase, and in favour of amalgamation?—I think, sir, the evidence that I heard Dr. Thompson give is reasonable.

30357. *Chairman.*—Dr. Thompson was distinctly in favour of State purchase and Irish control?—But perhaps I might not agree entirely with Dr. Thompson, on some of the things. I agree with him generally, but I cannot agree with all of them.

30358. *Colonel Hutcheson Poë.*—As to acquisition by some responsible authority?—Yes.

30359. Would you be in favour of some Irish authority?—I would insist on an Irish authority, because really they would know the wants of the districts, and you would want to get an Irish authority, a localised Irish authority.

30360. And it must be responsible to Irish opinion, and only in that way can it be done effectively—an Irish board of administration responsible to the opinion of the country?—Only in that way can we look for any development of the country, and for advantage and utility to the districts.

30361. I see, at the end of your evidence, you speak about the powers of the Department of Agriculture to intervene on behalf of traders as being ineffectual?—That is my experience. It is only on paper that these powers exist, and, as a matter of fact, that is the opinion of the traders in Strabane. I was speaking to one man very largely engaged in business, doing £50,000 or £60,000 worth of business. His opinion is that if the railway rates are not taken in hand, and some effort made to relieve the industries of Ireland, the end of it will be there will not be any railway rates to deal with. Our population is dwindling, and there will be nobody for the railways to serve. The railway companies, in their own interest, are doing a most hurtful thing for themselves by their excessive rates.

30362. I think the impression you have formed as regards the action of the Department is hardly borne out by the facts. For instance, to mention only the recent acquisition of the Donegal system by the Great Northern and Midland Railways, the Department have been instrumental in obtaining several important concessions in the interests of the traders. When the Bills were passing through the House of Commons they got several clauses introduced, one of which was that agricultural and market garden produce should be carried by passenger trains at the rates not exceeding one-half the small parcels maximum; several other useful clauses were also inserted on their representations?—Yes. What I meant to say was that so far as relates to the Department taking up claims on behalf of traders.

30363. *Chairman.*—That is the point that the witness raised?—I fully agree that the Department of Agriculture has done a great deal in the way of bringing about co-ordination and introducing co-operative societies for the benefit of farmers, and I suppose they have done their best. I do not take exception to that at all.

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30364. *Colonel Hutcheson Poë.*—Have you studied the report recently issued, where it gives the details of seventy cases, in forty of which they had been successful in accomplishing something on behalf of traders?—Well, I know more than seventy cases in the town of Strabane. If you are told that a certain man will give you protection, and you apply to him, it is disappointing to get a reply such as we got in one of the cases in which we made an appeal. The reply from Dublin was that they would be very pleased to go on with the matter, but, unfortunately, they had no funds. Then, where is the utility, or where is the use of the Department of Agriculture?—You make an application, and they write back that they would be very pleased, but they have no funds.

The utility of the Department of Agriculture limited owing to the want of funds.

30365. You cannot expect the Department to take up every little case that occurs. The best way, in the first instance is for the Department to represent the matter to the railway company, and those representations have gained, in a number of instances, some material redress, and where they have not done so, and the case is of sufficient importance, then the Department are justified, and probably in one or two cases they have been willing to incur considerable expense in appearing before the Railway and Canal Commission?—In that regard, the gentleman who is with me will give more specific evidence, because, as I told you, I have been out of commercial life for the last five or six years.

30366. Then, as to the Act of 1896, and the powers given under it for the development of districts. I think you are under a misconception as to that Act. It gives power to spend money in further provision of light railways in the first clause, and in the second clause it gives power to aid in facilities for transit and distribution by coaching and steamer services and so on; and under certain conditions, where they are satisfied as to the necessity of the railway, they have power to expend public money in the construction of piers, quays, etc. The Board of Works, as I say, have to be certified by the Lord Lieutenant as to the requirements of the case, and two railways referred to in the evidence of the previous witness are the only ones constructed under that Act?—We think the Great Northern has not helped Tyrone to the extent it should have done, considering the immense profits and revenue it has made out of the county.

The powers exercised by the Board of Works under the Act of 1896, in the construction of Railways, and the subsidising of coach and steamer services.

30367. There are several considerations governing the operation of the clause, and I think what you refer to would not be possible.

Examined by Lord PIRRIE.

30368. As Town Clerk, I should like to ask you about the high rates on porter. Would it not be an advantage to the town if the poor people did not waste their money in drinking porter? Again, is there anything special about the porter traffic for Strabane, and are there large quantities of it consumed there?—There is a reasonable quantity, and there is a complaint about the high rates.

30369. Yes; you mentioned that before?—Because the gentleman who complained asked me to speak about it.

30370. You don't object to the high rate on porter, and people drinking one bottle instead of two?—Well, for all the porter I drink, it would be a non-paying concern.

30371. And is the reason it is sent from Dublin to Morecambe, and from Morecambe back to Derry, the same as applies to Madeira, which is never good to drink until it has made several voyages?—I am afraid it would not improve on the journey.

The excessive porter rates—Dublin and Strabane.

30372. Do you think it is desirable that the Strabane people should have good quality well shaken up?—This is the effort of an individual trader against a big company, to show them that he has a bit of backbone in him, even if he loses sixpence a ton.

30373. I thought they wanted better quality?—Oh, no; I do not think Sir Arthur Guinness requires any help as regards the quality of the stuff he makes.

30374. *Mr. Sexton.*—You are specially unfortunate in Strabane?—Yes.

30375. You share a general grievance, and you have some particular grievances of your own?—Yes.

30376. You suffer heavy disadvantage in comparison with Derry?—We believe we do.

30377. Are consignments to Derry charged much lower rates than to Strabane by the railway?—Yes;

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they pass our door and go on fifteen miles at a cheaper rate. And equally as to export rates. They load at Derry and come past our doors, and although we have a fifteen miles shorter journey for export goods, they charge Derry men something less for export goods.

Complaint as to preferential rates to Derry.

30378. Why is that?—I really cannot say, further than what I believe, that perhaps they have more influence over the directors than we have.

30379. Is there any reason why the railway should give an undue advantage to Derry in the matter of export?—I cannot know for what reason.

30380. Unless that they are so much in the habit of giving it for import traffic that the habit clings to them?—I suppose that is possibly one explanation.

30381. I suppose you know that railways do not give lower rates to seaports because they like to do it?—My own idea is that they keep the rates as high as they can possibly keep them, as long as the traffic will repay them to do it, irrespective of whether it furthers the resources and industries of a country or not.

30382. Do railways give lower rates to seaports because they like to do it?—I do not believe they do.

30383. But they do it because they cannot help it?—In order to get a share of the traffic.

30384. Do they do it because the traffic would not come to them otherwise?—That is what they do it for.

The low Railway rates to Derry due to water competition.

30385. Derry gets lower rates, therefore, so far as imports are concerned; because, if the railway did not give lower rates the traffic would go somewhere else, and the railway would lose?—Yes, possibly.

30386. Is not that the reason?—Undoubtedly the reason.

30387. Now, what I want to know is this. You have a navigable waterway to Strabane?—Yes.

The Strabane waterway not utilised by the merchants.

30388. How is it that you are unable to convince the railway company that if they do not give you reasonable traffic rates you will take your traffic by sea to Derry, and thence by water to Strabane?—One of the reasons is, as I told you, that up to the time we got that Provisional Order, we were prevented, and now that we have the Provisional Order, and they have lighters on, no merchant has the backbone. That is really one of the things.

30389. Just so; if you will not bring pressure to bear on the railway?—But there are then back-door bounties that these merchants can get that we do not know generally about.

30390. What merchants?—Merchants in Strabane and other towns.

Allegation that the Great Northern Railway Company grant special priveleges, and rebates to some Strabane traders.

30391. Do you mean that merchants in Strabane, by getting secret rebates, are prevented by the railway from taking that stand against high rates on traffic that they ought to take in the interests of Srabane?—Yes, I do; and, if you will permit me, I will give you instances; and I know, as a matter of fact, on statements out of the person's mouth, that there is money given in some cases, and in other cases facilities of travel—passes over their line, and passes to and from other places.

30392. The question has either to be faced or not faced. You stated a while ago that if we did not take your word you would give the names. It is not a question of taking your word, it is a question of proof; and when the companies are challenged with this allegation they say, "Who was it"? and if no name is given the case falls to the ground. Can't you see that?—I do not see that, sir, because I have a feeling that Colonel Plews would not deny the statement I make. I have a feeling that Colonel Plews knows I am in a position to make the statement, and I would be inclined to challenge his denial of it.

30393. Of what?—Of the statement of giving these money rebates to traders, and giving privileges and preference to them by reason of promise of the traffic. Now he is sitting in the next chair to you, and he remains silent.

Colonel Plews.—I will answer.

Examined by Mr. Sexton.

Issue of passes to Strabane merchants to influence traffic alleged.

30394. Unless you are prepared to give the names in connection with the allegation, it is always possible for the railway companies to say—"How can we answer the statement when the particulars are not given"? Have you any name?—I have a number.

30395. Then give them?—They gave a pass twice to London to Mr. John Devine, and they promised him a third pass, and they refused the third one. They were first class and saloon to London. And they gave him that on his promise to give them his vote in connection with the Strabane and Letterkenny Railway, outside the matter of traffic altogether.

30396. *Colonel Plews.*—You mentioned the name of Mr. Devine. What was the second case you mentioned?—That is all I mentioned.

30397. *Mr. Sexton.*—At what time?—During the last two years.

30398 Is he a merchant in Strabane?—He has a large shop in Strabane. He imports nearly 300 tons of tea in the year. He is nearly the largest importer of tea in the North of Ireland.

30399. Do you say these favours are conferred for the purpose of inducing people not to take any traffic by the canal, previously used as a competitor of the railway?—Not so much that as—"If you send traffic our way, although we nominally charge you this rate, we will give you a slight advantage in this way."

30400. They make it worth the while of important men to send their traffic by the railway?—Yes.

30401. And then the rest of the people are prejudiced?—Yes, sir. We want to have the canal worked satisfactorily. We want to have a monopoly of the trade to Strabane by the canal.

30402. Is it within the power of your community to make the canal an effectual waterway; because if it is, the railway will have to deal with Strabane as it does with Derry?—It will if it is taken in hand by the State.

30403. Then you think that the public resources and authority ought to be brought to bear, and will have to be brought to bear, upon this particular question, as upon the general question?—Yes; that is my belief. That is what I want to speak of.

30404. You say, generally, that the railways in Ireland have not encouraged industry?—They have not.

30405. You say they have discouraged it?—In our district they have made no effort to encourage it; and, as I told you, in that case where this large miller wanted to open trade in the West, they actually killed that trade

30406. I do not follow you?—Well, you would have a rate for ninety miles of rail, from Derry to whatever distance from Derry—to Sligo or other places.

30407. Put your case plainly?—Well, for traffic over ninety miles the railway company made a special rate, and when that man wanted to have the same traffic rate for seventy-five miles of the same identical way, shortening that traffic distance by fifteen miles, they refused to allow him to carry at the same rate as the place where the distance was ninety miles, and insisted on getting 2*s.* a ton more.

30408. Give the places?—Well, Sligo.

30409. Ninety miles to Sligo, do you say?—I do, sir.

30410. The longer distance was from Derry to Sligo?—Yes, and the shorter distance from Strabane to Sligo.

30411. And the arbitary distinction worked against Strabane?—Yes, and killed that industry. He is a very large buyer, and the district is a very large agricultural one.

30412. As to legal costs, do you think that as long as the railways continue to be private property the companies will always be able to overcome the efforts of the traders who complain by making law costs prohibitive?—Yes; they will go on appealing from court to court, and no trader will take the risk.

30413. There is no escape from that, except by making the railways public property?—There is not any hope of remedy in that respect.

30413A. Your conference with the Great Northern ended satisfactorily, did they?—I will tell you. It was partially satisfactory and partially not satisfactory.

30414. At the beginning they made some concessions, but at the end your efforts proved in vain?—Yes.

30414A. On the question of competition, just a word. There is no effectual competition?—There is not.

30415. There is absolutely no competition in rates?—No competition in rates.

30415A. And the competition in traffic resolved itself into breaking up the traffic and sending it by various routes, instead of by the shortest?—Yes.

30416. With the result that the working expenses are run up, the margin of profit is restricted, and an argument is created against reducing the rates?—Yes.

30416A. Looking at the reasons which have produced the present state of affairs—the influence of the English railways in Ireland, the preference to the foreigner in the supply of food to England over the Irishman, and the flooding of this country with imported goods as against the Irish manufacturer—do you think that the management of the Irish railways and the ownership of them should be free from external influence, and should be subject to the influence of Ireland merely?—I believe that

30417. That the ownership should be vested in Ireland, and that the lines should be worked by an authority responsible to the people of this country acting through a Board of experts?—Yes.

30417A. *Colonel Plews.*—I want to make a statement. In the first place, I beg to say that the company have never carried any flour traffic from Belfast to Londonderry at 3*s.* per ton?—(*Witness*).—I did not say your company. I said that some of the companies did. There is competition with the Northern Counties Company.

30418. *Colonel Plews.*—I can only speak for the Great Northern?—I am perfectly satisfied that the gentleman who told me would not tell an untruth.

30418A. *Chairman.*—Sometimes the information is not quite accurate?—He said not only 3*s.*, but in some cases, 2*s.* 6*d.*, and actually 2*s.* 3*d.*

Colonel Plews.—I think it is very unlikely, but, at any rate, the Great Northern never carried at anything of that sort. Then, again, we have no arrangement with the canals in any way. They carry goods in competition with us, and without any reference whatever to us.

30419. *Chairman.*—They fix their own rates, independent to you?

Colonel Plews.—Entirely independent. With regard to the general allegation made, no rebates in any potato traffic have been paid that were not available to anybody. At a certain time, when the circumstances of the Dublin market were such that there was a strong case for reduced rates, we did, temporarily, reduce the rates by giving a rebate to all parties.

30420. *Chairman.*—From where?

Colonel Plews.—From Strabane, Omagh, Victoria Bridge, and sundry places, and whatever was done was available to everybody alike. There is no special consideration to anyone and not to another. With regard to the porter traffic, the rate from Dublin to Strabane was 12*s.* a ton for many years. That was a carted rate for a distance of 150 miles, and an extraordinary low rate. There was a competition by sea for a while, and while that existed the rates were temporarily reduced, and to all alike, and when the rate was reverted to it was reverted to by all alike. Everybody was in the same boat. It is quite true that during that competition, and even now, because there is a competition to some extent—there is a sea competition to Londonderry, and there is, in addition, the carriage from Derry to Strabane, which costs 1*s.* 6*d.* to 2*s.* more, and, therefore, the ordinary rates to Strabane are that much more than to Derry owing to the sea competition. If, as my friend says, they can send a steamer from Strabane, they have the matter in their own hands. That would compete with Derry on equal terms, and settle the question. The next point is this supposed rebate given to Strabane to influence traffic. I am not quite sure what he means, but he mentioned the case of Mr. Devine. I wish to say that nothing was done to Mr. Devine to influence his traffic in the least, in any manner or form. Mr. Devine took a particular part in connection with the Letterkenny line—the promotion of it—and he went to London on our account in connection with it.

30421. *Chairman.*—As a witness?

Colonel Plews.—He was not called, but we had to take him; and we, of course, gave a pass, as we did to all the witnesses who went.

30422. *Chairman.*—When was that?

Colonel Plews.—In 1904 or 1905. There were two questions—the question of the Letterkenny Railway and also of a guarantee from certain local bodies.

30423. *Chairman.*—If he went on your business, of course you would give a pass.

Colonel Plews.—Certainly. There is another question, rather confused——

30424. *Chairman.*—He said he was promised three passes.

Witness.—And twenty-six passes to Enniskillen.

30424A. *Colonel Plews.*—Will you kindly say who made the last promise?—One of your representatives.

30425. A pass to anyone under such circumstances must go through my office, and I give it a most emphatic contradiction?—Well, your representative promised it.

30425A. *Chairman* (*to Colonel Plews*).—You need not say another word about that pass to London; because, if the man was going on your business for the railway company, to save expense you would give a pass.

Colonel Plews.—As regards going to Enniskillen, I have never given a pass, nor anyone else.

Great Northern Company's denial of concession in the way of passes to traders.

Witness.—He has never got it.

Colonel Plews.—I have never promised it, and nobody else could promise it.

30426. *Colonel Hutcheson Poë.*—But he got more than one to London?—(*Witness*).—He got two.

Colonel Plews.—The question was before the House more than once. The witness is not very clear about it, but I wish to say that the rates from Strabane to interior stations in the country are, in all cases, less than the rates from Derry. There is a large milling industry in Strabane, and the rates, further, are all on a mileage basis as compared with Derry.

Great Northern Company's statement that the rates from Strabane to interior stations are on a mileage basis compared with Derry.

30426A. *Chairman.*—The evidence is to the contrary.

Colonel Plews.—That is the fact, and let them contradict it. The rates not only for that traffic are less to the interior—to other stations—than from Derry, always saving and excepting the seaport competition traffic.

30427. *Chairman.*—I asked that question.

Colonel Plews.—I gave that most positively, and I am sure Mr. Feely cannot give anything to the contrary.

30427A. *Chairman.*—He was very explicit that he did not know, personally, about the commercial matters.

Witness.—There are the figures out of the merchant's office, in his own hand-writing, and these are taken of the company's schedule.

(*Witness handed in the following list of rates*:—)

BREADSTUFFS.—5 ton lots.

Comparative statement of rates for bread stuffs from Derry and Strabane to interior stations, indicating preferential treatment to Derry.

Station.	Miles.	Strabane	Derry.	Difference.
		s. d.	*s. d.*	*s d.*
Omagh, ...	34	4 0	5 6	1 6
Dromore Road, ...	46½	5 6	6 10	1 4
Bundoran Junction, ...	51½	6 6	7 4	0 10
Maguire's Bridge, ...	68	7 6	8 9	1 3
Lisnaskea, ...	70	7 9	9 0	1 3
Irvinestown, ...	56	6 3	7 8	1 5
Kesh, ...	61	7 0	8 3	1 3
Pettigo, ...	66	7 4	8 4	1 0
Castlecaldwell, ...	73	7 4	8 4	1 0
Belleek, ...	80	7 4	8 4	1 0
Ballyshannon, ...	83	7 4	8 4	1 0
Bundoran, ...	87	7 4	8 4	1 0
Belturbet, ...	95	9 2	10 0	0 10
Brookeboro', ...	73	8 0	9 3	1 3
Florencecourt, ..	66	7 4	8 6	1 2
Belcoo, ...	76	8 9	9 0	0 3

30228. *Mr. Sexton.*—What do they show?—The rates from Derry and Strabane to several towns up the line, and they show an advantage in favour of Derry.

30429. *Chairman.*—Colonel Plews has stated that it is with reference to purely local traffic to Derry, independent of sea traffic?—I say, independent of sea traffic, that Derry has a preference rate over Strabane.

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Complaints as to dispro portionate potato rates from Derry and Strabane.

30430. *Colonel Plews.*—Take any town; Omagh, for instance?—Omagh is even worse than Strabane.

30431. *Chairman.*—What is the rate from Derry to Omagh and Strabane to Omagh?—The rate on potatoes from Derry to Belfast is 7*s.*, and from Omagh it is 12*s.* 6*d.*—although it is thirty miles shorter they actually charge 12*s.* 6*d.*—and that tells against the potato merchant in Strabane and Omagh.

Colonel Plews.—I have the rate for potatoes from Derry to Enniskillen—that is, a town in the interior—and it is 7*s.* 4*d.* a ton and the rate from Strabane is 5*s.* 6*d.*, that is 1*s.* 10*d.* less.

30431A. *Chairman.*—That is proportionately lower.

Colonel Plews.—That applies to all interior stations.

30432. *Lord Pirrie (to Witness).*—Your own figures shows it?—Colonel Plews says that the rate is 1*s.* 10*d.* less. We say that is reasonable, but when it comes that the rates between Strabane and Derry came down to 10*d.*, that is, Derry can export by paying 10*d.* or 1*s.* or 1*s.* 3*d.*—that is unreasonable and a preference to Derry.

Colonel Plews.—I am not sure what he is referring to now—what his meaning is. If he is speaking of through rates—Cross-Channel rates——

Witness.—No.

Colonel Plews.—If he is speaking of them, the through interior rates are, of course, higher than the port rate, because the interior rates are made up, usually, by the addition of the rate to the port, to the rate from the port to the interior station by the cheapest route. That is the almost invariable system of making Cross-Channel rates.

Witness.—I do not mind—if you will allow me to put this in—both this and the potato rates. I feel I have delayed you too long. These figures speak for themselves.

(*Witness handed in the following list of rates:*—)

List of comparative rates for potatoes to Belfast, Liverpool, Omagh, Enniskillen, Dublin, and Manchester.

RATES ON POTATOES TO BELFAST.
(5 ton Lots.)

From Londonderry, ...	100 miles,	5	0	per ton.
Do. Strabane, ...	85 do.	7	0	do.
Do. Victoria Bridge, ...	80 do.	8	4	do.
Do. Newtownstewart, ...	75 do.	8	4	do.
Do. Omagh, ...	66 do.	8	4	do.

RATES TO LIVERPOOL.
(Either *via* Derry or Belfast.)

From Londonderry, ...	6	0	per ton.
Do. Strabane, ...	9	4	do.
Do. Victoria Bridge, ...	10	10	do.
Do. Omagh, ...	12	6	do.

LOCAL RATES—POTATOES.

Strabane to Omagh, ...	4	0	per ton.
Do. Enniskillen, ...	6	0	do.

RATES ON POTATOES TO DUBLIN.
(5 ton Lots.)

From Londonderry, ...	176 miles,	7	0	per ton.
Do. Strabane, ...	161 do.	8	0	do.
Do. Victoria Bridge, ...	156 do.	8	0	do.
Do. Newtownstewart, ...	151 do.	8	0	do.

RATES TO MANCHESTER.
(Either *via* Derry or Belfast.)

From Strabane, ...	17	11	per ton.
Do. Victoria Bridge, ...	21	8	do.
Do. Omagh, ...	23	4	do.

LOCAL RATES—FRUIT.

Strabane to Londonderry, ...	6	8	per ton.
Do. Belfast, ...	10	0	do.

Colonel Plews.—May I supplement what I said?—These gentlemen had communication with us in 1898 or 1899 about rates, and I met several of them in, I think, both Strabane and Derry, and I think our friend amongst the rest, and this is the conclusion of the meeting. It is dated February 20, 1899.—"The rates to-day agreed to by the railway company are accepted by myself and the traders associated with me as satisfying our complaints." That document is signed by Mr Colhoun, who acts, I think, as Secretary of the Mercantile Association in Strabane, and myself, and I remember Mr. Feely was one of the parties that we met, and that was the result of our deliberations.

Witness.—There is more in that memorandum.

Colonel Plews.—"It is agreed, mutually, that application be made to the Railway Commissioners to postpone the application for one month the railway company, in the meantime, will consider as to the rates now agreed to being made retrospective to any extent." An application had been made to the Railway Commissioners by Mr Colhoun. It had nothing to do with the past, but they asked me, having made the concession, "Will you go back" and I said, "That is rather a large order," but we did go back, to some extent.

Mr. Colhoun.—You were compelled to.

Colonel Plews.—No, we were not compelled. We did it voluntarily.

30432A. *Colonel Hutcheson Poë.*—You returned between £300 and £400.

Witness.—With reference to the point that the shilling rebate is available to everybody, it is not known that they can get the shilling, and how can they claim what they have no idea they will get?

Colonel Plews.—It is in the rate-book.

Witness.—As regards porter, there is no sea-route as between Dublin. It comes on the Great Northern to Omagh, Strabane, and Derry, and as a matter of fact they charge 7*s.* to Derry, 12*s.* to Strabane, and 17*s.* 6*d* to a little place further up than Strabane. I have a lot more to tell you.

30433. *Mr. Sexton.*—Get Mr. Colhoun to tell it.

Witness.—If you have patience I am sure he will give you a good deal of useful information.

30433A. *Mr. Sexton.*—You have made it pretty clear.

(*The witness handed in the following return:*—)

Heavy Drapery.—Manchester to Strabane *via* Holyhead costs 30*s.* 10*d.* nett—about 120 miles by rail and 80 miles by water. Same class of goods, Belfast to Strabane, about 80 miles, rail, 20*s.*; Dublin, about 160 miles, rail, 27*s.* 6*d.*; Dundalk, about 107 miles, rail, 26*s.* 9*d.*; Galway, about 130 miles, rail, 42*s.* 11*d.*; Limerick, about 250 miles, rail, 48*s.* 4*d.*; Youghal, about 300 miles, rail, 68*s.* 5*d.* With result that merchants are obliged to import from England on account of excessive rates, and cannot, on the other hand, sell shirts and underclothing at home.

Mr. THOMAS F. SMYTH, M.P., examined by the CHAIRMAN.

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Mr. Thomas F. Smyth, M.P., Representative of the Mohill Rural District Council.

30434. Mr. Smyth, you are a member of Parliament?—Yes, Sir Charles.

30434A. And you appear on behalf of Mohill Rural District Council?—Yes.

30435. Are you a member of the Council?—I am, Sir Charles.

30436. And are you a member of the Joint Committee in connection with the Cavan and Leitrim Railway?—Yes.

30437. What part do you represent?—South Leitrim.

30438. In Parliament?—Yes; South Leitrim.

30439. And the Council asked you to give evidence on their behalf?—Yes, Sir Charles.

30440. What other railways run there?—The Cavan and Leitrim, and the Midland Great Western runs through a small portion.

30441. The Cavan and Leitrim—how long has it been constructed?—Nineteen or twenty years.

30442. Just tell me, in your own words, how that railway was guaranteed? What was the amount guaranteed, to begin with?—£202,000 was the amount of the capital.

30443. What percentage?—Five per cent.; 3 per cent. by the ratepayers and 2 per cent. by the Treasury. At the time the guarantee was made, and the railway was being made, there was a promise given that the rate would never exceed more than 4*d.* in the £, whereas it has gone as high as 2*s.* The present rate is 1*s.*

30444. It has gone as high as 2*s.*?—Yes.

30445. It is levied on a limited area?—On a limited area. It is very serious. The present rate is 1*s.*

30446. Where does the Cavan and Leitrim Railway terminate?—It ends at Dromod, in County Leitrim, and goes on to Belturbet in County Cavan, and then there is a branch from Ballinamore to Arigna, in County Roscommon.

30447. That could be extended to the Arigna coal mines?—If it was extended three miles to Arigna mines it would have lessened the rate considerably.

30448. At present all the coal produced at the Arigna mines is carted a distance?—Yes; a distance of three miles.

30449. At considerable expense?—At considerable expense.

30450. Was the Arigna mine started after the railway?—The mining company was formed after the railway company.

30451. How is that railway company managed?—The railway company is composed of fourteen directors, eight of whom represent the shareholders, and six represent ratepayers, four appointed by the County Council of Leitrim and two by the County Council of Cavan. But then the shareholders' directors are in a majority of two.

30452. Although the shareholders are guaranteed 5 per cent. by the district?—Yes.

30453. Still they have a majority of the directors, and practically the management of the whole railway is in the hands of these shareholders' directors?—Yes.

30454. I suppose you will agree, and we will all agree, that the majority should be the other way?—Yes.

30455. That the ratepayers should have the majority?—Yes, when they have to pay it is right that they should have the majority of the directors. The secretary of the mining company is the manager of the Cavan and Leitrim Light Railway, and there are four shareholders' directors on the railway that are also members of the mining company.

30456. It has been represented before us that in the judgment of the witness—I forget the name at the moment—that the line was worked more in the interests of the proprietors of the coal mine than of the railway?—Yes.

30456A. *Mr. Sexton.*—It was Father Gray.

30457. *Chairman.*—Yes. Do you agree with that?—I do.

30458. You have experience of the district?—Yes.

30459. The directors live in Dublin?—Yes; 37, College-green is the office in Dublin, and the ratepayers consider that if they had their offices in Ballinamore great savings could be effected in lieu of rent and caretaker's salary and other incidental expenses in connection with the directors in Dublin.

30460. Althought the amount is not large in itself?—It comes to something.

30461. In a little concern like this a saving of £200 or £300 is considerable and would relieve the ratepayers?—It would, Sir Charles.

30462. Is the fuel used on the railway supplied by the Arigna colliery?—Yes, and they charge 14*s.* 2*d.* per ton to the railway company although the railway company takes the largest amount of the coal that is supplied by the mining company.

30463. You think that if the coal company was perfectly independent of the railway and the railway independent of the coal company it would be better?—I believe it would be to the advantage of both companies.

30464. At any rate, to the advantage of the railway company?—To the advantage of the railway company, of course. That is the one the people are concerned about.

30465. That is brought personally to the ratepayers?—Yes, Sir Charles.

Complaint as to the high charge paid to the Arigna mining company for coal supplied to the Cavan and Leitrim Railway.

30466. We have heard from two or three witnesses that some time ago the Treasury made a free grant of £24,000?—Yes; Mr. Walter Long gave a free grant of £24,000 for making an extension from Dromod to Rooskey to the Shannon, and from Arigna station to the mine, but the ratepayers, though they were anxious for the extension, were afraid that on account of the working of this extension there would be a considerable addition to the rates. At the time the line was made they were assured that the rate would never be more than 4*d.*, and it rose to 2*s.* in the pound, and they were afraid of the further extension.

The ratepayers recent refusal of the Treasury Grant for extensions of the Cavan and Leitrim line.

30467. And it was this fear of additional rates that induced the ratepayers to decline that extension?—Yes.

30468. Having had the previous experience of that 2*s.* rate?—Yes, Sir Charles.

30469. I am not surprised at their attitude. The Cavan and Leitrim Railway, I suppose, occupies rather a favourable position?—Yes; very favourable, as it connects with the Midland at Dromod, and then at Belturbet with the Great Northern, so that, I think, if it was properly managed, as it connects these two railways, there would be more profit and less expense on the ratepayers.

30470. In other words, you do not think, in your judgment, the railway is worked economically?—No.

Allegation that the railway is not worked economically.

30471. And if it was, the probability is that these ratepayers would not be called upon for anything?—That is the fact—that is the general belief—for so much as they are, anyway.

30472. And any reduction in that rate would be an advantage?—Yes, if it was only a penny in the rates it would be an advantage—any little thing.

Improved management would reduce the payments under guarantee.

30473. Now, to get it on the notes, what was the receipts in 1906?—According to the Baronial Auditor's report the receipts in 1906 were £11,603 1*s.* 11*d.*, and the expenditure was £10,603 5*s.* 10*d.*, leaving a balance on the year of £1.001 16*s.* 1*d.*

Receipts, expenditure, and allocation of balance for 1906.

30474. How was that dealt with?—There was £600 of that put to the reserve fund, making £1,200 at the present time, and I suppose the balance, £400 or £500, went in lieu of rates, but, of course, 5 per cent. had to be paid to the shareholders.

30475. At any rate the deficiency was such that it had to be saddled on the ratepayers?—Yes, and the last rate was 1*s.*, and I have heard that the next rate will be 1*s.* 1*d.* or 1*s.* 2*d.*

30476. Is the 1*s.* in the £ levied over the whole district, or does it vary according to the districts?—It is levied on the guaranteeing area, and it keeps to a certain district. For instance, parties living west of the Midland Great Western line have to pay no rate at all. It goes into a radius of five miles, of where the railway runs, although the railway is at Dromod, one of the termini of the line, the ratepayers there have to pay none of the rate, although they have the accommodation.

Suggestion that the guaranteeing area is too restricted.

30477. So that it falls on a limited area?—A limited area, Sir Charles.

30478. How are the accounts audited of this railway?—The baronies in the guaranteeing area are en

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titled to appoint an auditor, and they have appointed a baronial auditor, and according to his own statement and the report which he sent to the County Council of Leitrim, he was refused by the directors of this railway permission to audit or inspect the accounts of the railway stations—only whatever accounts or books were at the head office. That is his own statement in the report to the Leitrim County Council.

The Baronial Auditor prevented from making a proper audit of the Cavan and Leitrim Railway's accounts.

30479. According to your judgment and the judgment of those you represent, that is not an effective audit?—No, it is not, Sir Charles, and there was an Order in Council that provided that the books should be examined.

30480. *Mr. Sexton.*—It says "the books and accounts of the promoters"—not their books at some particular place?—The whole of the line. Section 18 of the Order in Council provides for that.

30481. *Chairman.*—You say distinctly, from the auditor's report, that he was refused access to the books?—Yes. I have the copy of the auditor's report here, that he sent to the Leitrim County Council, and he distinctly states, and I am only quoting his own words, that he was refused the right to audit the accounts or inspect the books at the different stations.

Access to the books at the stations refused to him.

30482. *Lord Pirrie.*—You mean that books that he asked for were refused?—Yes; that is his own statement. I have a copy of his report which he sent to the Leitrim Co. Council and to the Joint Committee.

30483. *Chairman.*—All that he would have access to would be books in Dublin, which are merely abstracts of the traffic on the line from the various stations?—I suppose so.

30484. And that he was not in a position to go back to the stations and see whether the Dublin book was a correct record of the traffic on the line?—Yes.

The Arigna district rich in mineral wealth awaiting development.

30485. In that particular district are there any minerals that are at present undeveloped?—The area is very rich in mineral wealth—coal, flags, iron ore, pottery clay, and other minerals, and they are dormant on account of not having proper railway facilities.

The proposed extensions of the line to Rooskey and Arigna mines recommended provided the ratepayers were guaranteed against loss.

30486. Is it your opinion that if this particular line was extended to accommodate the mine that you refer to, and the minerals that you refer to, that more employment would be given?—It would give considerable employment, Sir Charles, and it would also mean the connecting of the North of Ireland with the South and with the river at Roosky. I would like to see the extension, but not except a guarantee was given by the Treasury that there would be no further loss on the ratepayers.

30487. I understand that the ratepayers have suffered so much that you could not expect them to be asked to even anticipate another guarantee?—They would not, under any consideration.

30488. You would rather say, "Leave it alone at present"?—Yes, leave it as it is at the present time, because they would not know where it was going to end.

30489. Is there any doubt in your mind as to the extension of the railway being of considerable advantage?—It would open up the district considerably and develop the industries.

30490. And industries now dormant might be galvanised into life?—Yes.

30491. And profitably?—Yes.

30492. To the advantage of the county?—To the advantage of the county.

30492A. I think that is all I want.

Examined by Mr. SEXTON.

The creation of a Reserve Fund, and the uncontrolled authority of the Shareholders' Directors.

30493. Can you say, Mr. Smyth, how additions are made to the reserve fund in this railway?—No, except from what the auditor, Mr. Gannon, has stated in his report. He states that £600 was added to the reserve fund, which was created in the last two years.

30494. If the ratepayers and the Exchequer together are paying about £8,000 a year for this railway, it seems strange if the shareholders' directors can subtract money from the profits on their own authority. Do they do that?—So it seems, according to his report.

30494A. That means that they lay an aditional levy of £600 upon the barony?—Yes.

30495. How far do you think it would effectually meet the grievances of the ratepayers if they had a majority on the Board?—I could not say; but it is believed that if it was under popular control it would be better managed anyway; it would relieve the rate somewhat; I don't suppose it would wipe it out altogether.

30496. It would control the officials?—Yes.

30497. They might be obliged to reside on the line?—Yes.

30498. And if the majority were composed of ratepayers' representatives, do you not think that by putting the Mining Company to the option of either selling the coal at a fair price, or not having it sold at all, it would bring them to reason, even though the process might cost something for a while?—I believe it would eventually.

30499. About the finances of the line.—Suppose the Treasury commuted their liability of £3,800 a year, on the Tralee and Dingle scale, it would provide about £130,000, do you think that the shareholders would be willing to make any compromise, or would they insist upon the market value of their shares?—They would agree to any compromise that would lessen the rates.

30500. The shareholders?—I thought it was the ratepayers.

30501. Would the shareholders take the face value of their shares or insist on the market value?—I could not say; it would be a matter for their own generosity.

30501A. *Chairman.*—They would want more than the face value.

Mr. Croker Barrington, Solicitor.—I do not know what trustees would say.

30502. *Mr. Sexton.*—Solicitors and trustees would have something to say?—They would be inclined to get all they could. They were not generous in the past, and would hardly in the future.

30503. If they insisted upon the market price I fear that the redemption of their capital by a Treasury commutation, even at the most liberal rate, would leave your liability much the same?—Yes.

30504. About lines in this position and districts under such burdens, do you think the best solution would be to link up all the lines of Ireland, light and heavy, into one system under public authority?—Yes.

30505. And let these struggling lines be borne upon the Budget of the national railway system, and relieve the locality?—Yes, exactly.

30506. About the price of coal; do you know on what principal they proceed in fixing these prices?—I could not say. I think it is unknown to any person.

30507. They did formerly sell the coal to the railway and the district at the same price as to people farther away?—Yes.

30508. When did they make the change?—I could not exactly say when the change was made.

30509. I suppose they calculated that people at a distance could get other coal?—They calculated that.

30510. And that the guarantors who made the railway, and the railway itself, are at their mercy?—Yes; and the manager is secretary of the Mining Company, and he is away canvassing for orders for coal, and the line of railway, which is only 48½ miles, is managed by an assistant, who gets £104 a year.

30511. You agree that the two main causes of the present unfortunate and dangerous economic state of Ireland are—first, that the English railways, in the pursuit of what they would consider a justifiable commercial policy, allow to the foreign importer of food into Great Britain rates lower than are allowed to the Irish exporter into the English markets?—I do thoroughly agree with that.

30512. That is due to certain action of the English railways and to certain action of the Irish railways acting and reacting upon each other?—Yes; it handicaps the development of Irish industries.

30513. Is this the second cause—that the Irish railways, acting again in conjunction with the English railways, have in operation so low a scale of import rates into Ireland for the introduction of goods that any one who attempts to manufacture goods in Ireland finds himself cut out by the low rates at which

imported goods are carried past him to the point of sale?—Yes; I thoroughly agree with you in that. These are the two main causes that have handicapped Irish industries.

30514. Does it appear to you, as a public man concerned in this question, that the only possible inference to draw is that Ireland must be allowed to look after herself, that these lines should be vested in an Irish authority, responsible to the Irish people, acting, of course, through a Board of competent experts?—Yes.

Examined by Colonel Hutcheson Poë.

30515. With regard to the liability of the different counties, I think that Leitrim pays 1*s.* 2*d.* and Cavan 5*d.*?—Yes. Leitrim pays considerably higher than Cavan.

30516. But of that 1*s.* 2*d.* in the £ you get half the difference between 6*d.* and 1*s.* 2*d.*—that is, 4*d.*, recouped by the Local Taxation Account?—Oh, no. The ratepayers at the present time have to pay 1*s.* while the Treasury pays 8*d.*

30517. In any case where the poundage exceeds 6*d.* in the £ the Local Taxation Account pays half the difference?—I am not aware of that.

30518. You will find that is the case. In this case the rate levied is 1*s.* 2*d.*?—I know they are paying 1*s.*, and get no refund.

30519. I think you must be under a misconception, because that is clearly laid down?—3 per cent. comes to 1*s.* in the £.

30520. And off that you get 4*d.* back. It is given back in some shape from the Local Taxation Account?—I am not aware of it. I would be very glad if it were.

30520A. *Mr. Sexton.*—The report says that Leitrim is paying 1*s.* 2½*d.* on the average. The law is, I think, and you will correct me if I am wrong, that as much of that as is over 6*d.* is paid half by the Treasury, and that makes the rate in Leitrim 10¼*d.* in the £.

30521. *Colonel Hutcheson Poë.*—No; the difference between 6*d.* and 1*s.* 2½*d.* is 8½*d.*, and that is divided between the guaranteeing area and the Local Taxation Account.

30522. *Mr. Sexton.*—Yes. That would be 4¼*d.* and 6*d.*, making 10¼*d.*, and can Mr. Smyth say whether the balance is made up from money that already belonged to Leitrim—feeding the dog with its own tail?—Exactly.

30523. *Colonel Hutcheson Poë.*—Of course, it is a considerable amount; but with regard to the £24,000 grant—you said a guarantee was asked. The only guarantee, if it was such?—I did not say a guarantee was asked.

30524. In your proof I think you say it was. But I believe the facts of the case were that the Treasury stipulated that if the works cost more than £24,000 any deficit should be borne by the baronies?—Yes, and much more—the working of the extension. The Treasury did not provide at all for that, so that if the extension were worked at a loss as well as the main portion of the line, it would be the ratepayers would have to pay for it.

30525. I think both the County Council and the Cavan and Leitrim Company, when they went into negotiation with regard to this extension in 1903, had an estimate made of the probable cost, and that estimate was £20,000. Subsequently the Board of Works got an independent engineer, Mr. Barton, and his estimate was that £24,000 would absolutely cover the cost. Under those circumstances, where the Treasury were willing to lay the line down free of cost, a line which the people said would develop great traffic and would pay its way—there was no dividend to be borne—no money to be found out of the receipts in respect of dividends—all the receipts had to do was to meet the expenses of the line—surely, if the development of traffic was such that it would not pay working expenses, you could hardly expect the Treasury to give a guarantee?—Yes; but the ratepayers before were told everything in connection with this, and that it would never exceed 4*d.*, and they got an assurance then, and would not depend on another assurance, for the rate, instead of being 4*d.*, was up to 2*s.*

30526. There was nothing at the back of the rejection in the minds of the Leitrim County Councillors—that they wanted some other line up in the North—was that at the back of it?—That may be with the County Councillors from the North.

30527. I only ask you as one of the members for the division whether that had not something to do with it?—Possibly it may have, but I do not believe it was the main cause of it. I think that the principal reason was that the ratepayers were afraid that they would be liable for a further sum.

The reasons that induced the Leitrim ratepayers to decline the Treasury Grant for extensions of the Cavan and Leitrim Railway.

30528. Though the shareholders' directors gave a personal guarantee to the County Council, they were not satisfied?—A personal guarantee is very little use if it is not in writing. I am sure they are honourable men, but we know that when it is not in writing it is no use.

30529. It was a written guarantee?—I am not aware that it was a written guarantee.

Examined by Lord Pirrie.

Suggestion that the County Council have a good reason for declining to levy the railway rate until their auditor is afforded proper facilities for examination of the railway books.

30530. When the baronial auditor, the public auditor, in connection with this railway wrote such a report to the County Council of Leitrim that he was refused a sight of the books at the railway station, I take it he must have been cognisant of the fact that you have stated in your evidence, that the railway company was actually paying 14*s.* 2*d.* per ton for the coal, while, at the same time, for small quantities, the coal was selling at a lower rate in the district?—The auditor did not state that.

30531. You said that, but if the auditor was doing his duty, was not he bound to surcharge the directors that were directors of the railway company and acting as managing director of the coal mining company. Could an auditor pass over that, or did he make a satisfactory audit?—I cannot say that.

30532. Is not that what you mean in your evidence. As a County Councillor, before you struck the rate, or agreed to pay the rate levied, are not you bound to get the auditor's report?—I am not a member of the County Council of Leitrim.

30533. Does the rural district of which you are a member pay a rate? Did not you pay?—Yes.

30534. Have you, as a rural district, not appealed to the County Council against paying a rate which, according to the auditor's public report, he has not had an opportunity of settling?—I am not aware that any protest has been made from the time the report was published.

30535. When was the report issued? Have you paid any levy since the report?—The rate was already struck—it was struck some time during the year.

30536. Is not it your duty now as the leader to organise a protest?—It has been struck again.

Anticipated protest against the railway rate being imposed.

30537. Cannot you protest against paying a levy the reasonableness of which the auditor says he has not had an opportunity of ascertaining, and where the evidence is that the directors of the line and the directors and chairman of the coal mining company are charging themselves a considerable sum more than they are charging the public? Have not you got a very strong case against making a levy?—I believe there will be a protest.

30538. I believe you have made such a case. Did the auditor surcharge these directors who have willingly and knowingly been charging the company more than the public?

Mr. Croker Barrington, Solicitor.—I am informed, might I say, that the coal contract was put up by public tender in the ordinary way a company does. It is only fair to mention it.

The purchase of coal by the railway company from the Argina Mining Company.

30538A. *Lord Pirrie.*—We have no evidence of that. Have you got the paper asking for the tender?

Mr. Croker Barrington, Solicitor.—I am not in a position to prove it now. I thought it was only fair to mention it.

Lord Pirrie.—We asked for documents. In the case of the last witness, the evidence was objected to unless he produced the documents.

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Mr. Thomas F. Smyth, M.P., Representative of the Mohill Rural District Council.

Mr. Croker Barrington, Solicitor.—We are not prepared for this. This is the third time the Cavan and Leitrim Railway has been up, and that is their position. They say they took contracts.

30539. *Lord Pirrie.*—Taking your evidence, Mr. Smyth, which I think is most important—I think you have made a strong case against the Government Department authorising a levy to take place when the baronial auditor says he has not had facilities for checking the accounts. That is what I take it you mean to put before us?—He states that in his report.

30540. And you believe that to be the case?—Yes.

The question of cheap import rates.

30541. I am not quite clear about one of your answers to Mr. Sexton. Did I rightly understand that you blamed the English railway companies for giving cheap import rates, and, if so, why do you blame them for doing a thing which should be beneficial for Ireland? Is not it a benefit to Ireland to get the cheapest possible rates from other countries?—I agreed quite thoroughly with Mr. Sexton's views in the matter.

30541A. That does not answer my question.

The excess of the inland rates over the import rates handicaps Irish industries.

30542. *Mr. Sexton.*—My question was whether the excess of the inland rates which the Irish manufacturer has to pay for distributing his goods over the country does not handicap him in competition with the low import through rates.

30542A. *Lord Pirrie.*—You agree with that?—Yes.

30543. From the way I took the note I thought you meant the opposite?—Yes.

30544. *Colonel Hutcheson Poë.*—With regard to this question of audits, I understand your complaint to be that your auditor was not allowed to inspect the books at the different stations along the line?—Yes, Colonel Poë.

30545. I take that refusal to be correct. Do you know that the Order in Council only applies to the half-yearly or yearly audits of the accounts, as about to be presented to the County Council and submitted to the auditor? You surely cannot expect a railway company to allow a roaming commissioner to be running up and down the line looking at the books? I do not think even if he did get them he would make head or tail of them?—According to his statement, he was not allowed.

The powers of the Baronial Auditor under the Order in Council.

30546. The Order in Council provides that an auditor shall have access to the books for the half year, and these accounts are supposed to be sent to the Secretary of the County Council every half year, and then they are not only audited by your auditor, but also by the Board of Trade Arbitrators, and it is on the certificate of the Board of Trade Arbitrators that the Treasury make their recoupment to the County Council. But you can hardly expect that the books at all the stations would be open at any time to the auditor, and I think they would be very little use to him if they were—that a County Council auditor was to be going up and down looking at the books whenever he chose to do so, no railway would submit to it.

30547. *Chairman.*—I do not think that is the point. Supposing there is an item in the half-yearly accounts and the auditor says you have got down here a certain amount for expenditure and it does not seem to me to be reasonable, and I want to see whether it is right, and I want to go to the station where it took place, and the auditor is perfectly justified in saying that, but nobody has suggested that he should roam about looking at the books.

30547A. *Colonel Hutcheson Poë.*—This gentleman says the joint committee appointed a baronial auditor, and according to his own statement to the County Council he was refused the examination of the books at the stations?—That is his own statement.

The question of access to the station books by the auditor

30548. *Chairman.*—My contention is—I do not know whether I am right, but I think the Order in Council would not entitle him to go and inspect the books along the line.

30548A. *Lord Pirrie.*—Are not they bound to give the books?

30549. *Chairman.*—An auditor that has got a doubt as to any item in the half-yearly statement and wants it verified should have access to the books.

30549A. *Colonel Hutcheson Poë.*—I think it is not clear that the auditor was refused access by the Company?—The auditor, Mr. Gannon, stated that in his report.

30550. *Chairman.*—Mr. Smith does not know anything about it?—No; I go by the report, and I am a member of the joint committee.

30551. *Colonel Hutcheson Poë.*—I do not gather from your evidence that he did question a particular charge?—He was refused the right to inspect the books. I am sure a public man like him would not make that statement without being justified.

30552. *Lord Pirrie.*—He has given in evidence that the auditor was absolutely refused the books necessary to enable him to check for certain things, and if he was, I say the County Council should not have paid the levy?—That is a copy of the report, and I cannot go farther than that. I am sure he would not make the statement without being justified.

Mr. Croker Barrington, Solicitor.—Might I say something to clear the matter up. Till now I was not aware that the chairman of the company was in the room, and he states, and if you like he will give evidence, that the coal contract is advertised for public tender. The second thing is about the station accounts. Anditors do not wander about the stations, but they come up to town, and every single document is at their disposal.

30552. *Chairman.*—That may be an explanation, but, as a matter of fact, if an auditor wants any information about any item that he questions he can go and trace it at the particular place where the expenditure took place.

Mr. Croker Barrington, Solicitor.—These accounts and vouchers are all in town.

30552A. *Chairman.*—They are copies.

Mr. Croker Barrington, Solicitor.—No; the originals.

30553. *Chairman.*—They are not the station accounts; they must be copies.

30553A. *Mr. Sexton.*—It is a settled principle of audit that auditors ought to be allowed to see what they require. If an auditor does not see what he requires he cannot properly audit the accounts, and this auditor says he did not get what he required?—He states he did not.

30853A. *Chairman.*—Mr. Smyth simply gives what the auditor says. I think we may leave it there.

30554. *Mr. Sexton.*—Before you retire I want you to help me to clear up a question upon a matter of fundamental importance. There seems to be an impression that those who are pressing for a reform of railway rates wish to ask for a revision either of import rates on food into Great Britain or the import rates on imports generally into Ireland. As I understand, that is not asked for, but it is pointed out that the export rates out of Ireland by comparison with the import rates from the Continent into Great Britain do subject Ireland to hardship, and that export rates out of Ireland to Great Britain should be revised?—Yes.

30555. Secondly, not that the rates on imports into Ireland should be revised, but that the high inland rates in Ireland, which hinder Irish industry and trade, should be revised to put them on a fair level with the import rates.

30556. *Chairman.*—I think your questions have been perfectly clear. Now I will have one. When this £24,000 free grant was refused, if it had been coupled with the statement that the ratepayers in that district would not be called upon to pay any deficiency, would not they have accepted it readily?—Undoubtedly if there was any guarantee.

30557. The reason of refusal being the fear of ultimate liability?—Of further rates.

Mr. JOHN COLHOUN examined by the CHAIRMAN.

30558. You are a member of the Strabane Mercantile Association?—Yes.

30559. Were you in the room this morning, and did you hear the evidence given by Mr. Feely?—I did.

30560. The Commission is anxious not to have any evidence duplicated. I put to you the general question—you heard the evidence—do you agree with what Mr. Feely says?—So far as he dealt with the subjects under consideration, I agree.

30561. And any evidence you give will be entirely new and independent of anything he said?—Yes, or to rectify anything amiss in connection with his examination, or more fully explain it.

30562. We don't want fuller explanations. I want to avoid duplicating the evidence so well given by Mr. Feely, but any new matter we will listen to. Now, just tell me, please, what are you?—A grocer, in business in Strabane, and a fruit merchant.

30563. How long have you been in business?—I have been twenty years in business.

30564. What is your connection with the Mercantile Association?—Secretary.

30565. Honorary secretary?—Yes.

30566. We have heard about the districts affected. First of all, I see here a new matter we did not hear about this morning—the local fire-clay works. Where are they?—There are no local fire-clay works nearer than Coalisland, but bricks are made at Porthall.

30567. I am quoting your words about fire-clay works?—They are at Coalisland, and it appears that the rate to Strabane for these is about 5*s.* 2*d.*, and that similar manufactures can be brought from England and Scotland, and that the rate from England and Scotland encourages the importation of this manufactured article—these fireclay goods—against the home-made article.

30568. Are you alluding to bricks and tiles?—To fire-clay bricks and tiles and drain-pipes.

30569. Your contention is that although you can get a local supply of these articles at this particular place, the low rates from Scotland beat this particular local traffic out of the Strabane market?—It does—that's the point, and it is accelerated by this, that the wagons in which these are loaded (fire-clay goods) are shunted about, and the reshunting breaks them in the wagons, so that when they arrive at their destination they are smashed, and any claim made for them won't be paid, and when you take into account the breakage and add it to the carriage you have a high carriage indeed.

30570. What are the local goods generally at Strabane?—Grain, potatoes, fruit, eggs, butter, cattle, poultry, flax, and so forth. These are the principal that are exported from Strabane district.

30571. Are the rates generally satisfactory for these articles?—No, they are not; they are most unsatisfactory.

30572. I suppose you say they are too high?—Yes, and I will prove it. Take pork, for instance. Taking it from Strabane to Derry the rate has been 5*s.* 6*d.* They carry the cured article back to Strabane, and it is 5*s.* 10*d.* The unmanufactured article should be cheaper than the manufactured article.

30573. As bacon it is cheaper?—Bacon is cheaper than when it is pork.

30574. Why should it not be so?—I think the farmer should get a cheaper rate for his pork.

30575. Bacon is better to carry for the railway company than pork?—It must be pork before it is bacon.

30576. You say the rate for pork is higher than for bacon?—Yes.

30576A. But bacon should be carried at a cheaper rate; it is better and easier for the railway company to carry.

Colonel Plews.—It is in a lower class.

30577. *Chairman.*—Common sense would say that the railway company could load more bacon than fresh pork in a wagon?—They have it in smaller consignments, and get more out of it.

30578. You say pork should be cheaper than bacon?—Yes, because it is the unmanufactured article.

30579. *Lord Pirrie.*—It can be easily injured?—It can be, more easily.

30580. *Mr. Sexton.*—Pork is the raw material?—Yes.

Colonel Plews.—It is very perishable.

Witness.—I don't know if any farmers were paid any claims for it.

30581. *Chairman.*—With regard to through rates, the through rates are in some cases reasonable?—I think there is another point—about loading and unloading.

30582. I am not going through your proof; I want to curtail it; well, then, what do you say about unloading?—There is a large traffic in fruit from Strabane, and I wish to bring particularly before you that I have complained to the railway company a year ago, and Mr. Scott, the Omagh Superintendent, has seen it, and the agent at Strabane has seen it, and I have pointed out how a remedy could be found out of the difficulties. In the blackberry traffic there is 200 tons or more every year shipped from Strabane, on an average. There is no provision made to deal with it, and heavy casks of about 4 cwt.—a cask is dumped down, being carried at owner's risk. It is partly thrown and partly laid down on the ground; there is no raised platform at Strabane Station to unload stuff, with the result that the packages suffer in being unloaded. There should be a raised platform to receive the goods, but there is none, and even at the goods-receiving depot I have been unloading boxes of bacon, and there was no means of receiving it, except throwing it off the cart, and the only means of saving it from being broken was some empty bags, and then it was thrown down, and injured, and would not be signed for until the injury was repaired again. These evils have been complained of to the railway companies, and they say they cannot afford to make the necessary accommodation.

30583. To sum up, your contention is that the accommodation for dealing with the goods traffic at Strabane is not satisfactory?—Yes.

30584. And that there are no proper stages for unloading there?—None.

30585. For any of that class of traffic?—There's stages on one side, but where the blackberries go there's none.

30586. That is a traffic that has to be dealt with in about two or three weeks?—Yes, about a month. It is perishable traffic. It goes to England mostly, and Scotland.

30587. You say you have been refused a copy of the rates at Strabane?—Yes.

30588. And your goods were not sent forward until the charges were prepaid?—That's so; it is well known to Mr. Plews.

30589. That, I suppose, was a private dispute between you and the company?—We had to bring them into Court before the Railway Commissioners for increased rates; and I wanted those rates to help my case, and the agent at Strabane would not give them, and asked me what I wanted them for, and he refused to let me have access then to the rate-book, and afterwards denied that he had done so. I brought it under the notice of the Board of Trade, and he was castigated, but that's all that happened. He wanted to obstruct my way of getting information. He knew he was wrong, but he wanted to impede me.

Colonel Plews.—The statement was denied that there was a refusal of access to the books. It's the old story.

30590. *Mr. Sexton.*—They have always let you see it since?—Yes. They knew they were wrong, but they wanted to impede my progress.

Colonel Plews.—How many years ago was that?—I think it was in '99.

30591. *Chairman.*—There has been an improvement since?—Yes; in the demeanour of the concern, yes.

30592. With regard to undue preference in favour of Londonderry, you agree with the evidence of Mr. Feely?—Yes, I do.

30593. He gave some instances of rates?—Yes; and I have some tabulated here.

30594. We will put them on the notes as they are. Do you object to that?—No.

Oct. 17, 1907.

Mr. John Colhoun, Representative of the Strabane Mercantile Association.

Complaints:—As to insufficient platform accommodation at Strabane goods depot.

As to refusal of access to the rate-book at Strabane station.

As to instances of preferential treatment of Derry in the matter of rates.

Oct. 17, 1907.

Mr. John Colhoun, Representative of the Strabane Mercantile Association.

Witness handed in the following:—

Table of preferential rates in favour of Derry.

Preference Rates.	Articles.	Belfast and Derry. Old.	Belfast and Derry. Presently.	Belfast and Strabane. Old.	Belfast and Strabane. Presently.
Belfast, ... Strabane, Derry,	Agricultural Seeds, ...	—	2 / 11/8 C.D.	—	13/4 C.D.
	Groceries, ...	—	10/10 C.D.	—	13/4 C.D.
	Green and Dried Fruit, ...	—	10/10 C.D.	—	13/4 C.D.
	Sugar, ...	5 / 5/- S.S.	—	—	5 / 7/6 S.S.
	Flour, ...	5 / 4/-	5 / 5/9 (Steamer, 2/6)	—	2 / 10/- 5 / 5/6 S.S.
	Potatoes, ...	5 / 4/6	5 / 6/-	—	5 / 7/- 2 / 10/10 C.D.
Small Parcels Scale, Derry and Belfast, less than Strabane.	Cement, ...	10 / 4/6	5 / 5/6	—	5 / 7/6
	Jam and Confectionery, ...	—	11/8 C.D.	—	13/4 C.D.

Complaint that there has been a general increase of 50 per cent. in the Great Northern Company's rates over these in force prior to 1892.

30595. *Chairman.*—I will first ask you a question on that. You have given rates to illustrate your evidence as to an undue preference in favour of Londonderry?—Yes, partly.

30596. These are typical cases—it is not complete?—No; it is not complete.

30597. We had evidence this morning about porter and other things you refer to. I should like you to explain this. Some years ago you say the Great Northern Company, although they were paying a dividend of 6¼ per cent., increased their rates to about 50 per cent.?—Yes.

30598. Can you tell us, in a few words, what does that mean. You say they increased the rates to about 50 per cent., sometimes more?—Yes, that means that the rates in force previous to '92 were increased; that time they got power to do so; what was 3*s.* 4*d.* was changed to 6*s.* 3*d.*; what was 5*s.* 10*d.* was increased to 8*s.* 7*d.*; what was 6*s.* 8*d.* was increased to 9*s.* 7*d.*; that is on the large merchandise.

30599. Were not they subsequently altered?—Yes; when we brought the case before the Railway Commissioners. Then as to smalls, fifteen miles over one cwt. prior to '92 was 7*d.*; afterwards it was 11*d.* In the new scale it has been reduced since to what it was prior to '92.

Colonel Plews.—Will the witness give cases where an increase was made in '92?

The schedule of rates furnished by the Company under the Railway and Canal Act, 1888.

30600. *Chairman.*—Was not it at a time when there was a misunderstanding about classification and a cancelling of rates and so on?

30601. *Colonel Hutcheson Poë.*—The Canal Act of 1888 provided for the railway companies sending in a new schedule of rates, and the railway companies did send it in, and they were reduced in many cases, but in others the rates were put higher than they had been previously.

30602. *Chairman.*—I think they were subsequently rectified. You remember, Colonel Plews, what I refer to.

Colonel Plews.—Yes; there was a revision.

30603. *Chairman.*—That has been put right since?—Witness—No.

The protest from Strabane as to increase of rates prior to 1892.

30604. *Mr. Sexton.*—The railway companies drew up schedules in which they increased the rates; the Board of Trade subsequently drew up schedules, the rates in which were not generally so high as those proposed by the railway companies, but not so low as they had been before; they have been in force since; higher than the rates had been before 1892, but not so high as the companies tried to put them?—The Board of Trade never submitted any rates. We complained against the increase of rates as the English people did, and I understand cases were tried before the Commissioners, and in one of the cases the Commissioners decided that they had no right to increase the rates beyond those charged in '92. At the settlement, before the Railway Commissioners, we agreed on rates, and although promised to be reduced they have never been reduced in many cases, and the increase is general over the Great Northern Railway Company's system.

30605. The judgment of the Railway Commissioners has not been applied to other rates in the same condition?—Mr. Plews refused to reduce them to what they were in '92.

30606. Other rates have not been reduced?—No, although promised by Mr. Plews.

Colonel Plews.—There is no judgment of the Railway Commissioners on the subject.

30606A. *Chairman.*—You read a memorandum this morning.

Colonel Plews.—I have another one here. The officer of the Board of Trade, in '96, had a meeting in Londonderry, and Mr. Colhoun and his friends met and complained of the rates, and a list was agreed upon and this was adopted and signed by Mr. Colhoun. It is the 28/5/96. There are eight rates, and Mr. Colhoun says the above rates are agreed to except as to smalls. It left a slight difference as to smalls between Derry and Strabane, that was afterwards rectified. That embraced the finding before the Board of Trade; the Hon. Mr. Pelham was down there.

Witness.—After we complained of the increased rates, we only mentioned specific rates and were tied down to them, and those rates were brought before the meeting, as Mr. Plews says, and they were made right. We disagreed on the small parcels. That's only a preliminary to having all the increased rates brought to what they were in 1892.

30607. *Chairman.*—All the rates you raised before the Board of Trade Inspector were rectified?—Not all—except the smalls.

30608. I mean except the smalls?—Yes.

30609. *Mr. Sexton.*—Your cause of complaint is that they were higher than they were before '92?—Yes.

30610. And you say there are other rates higher than in '92, which have not been reduced?—Yes. Mr. Plews wrote on the 30th March, '99. I shall deal with the details according to the various heads. You say, Mr. Plews, you will be ready to reduce anything not already reduced to the level of what it has been. That has not been properly explained on the memorandum I signed, that he would reduce the rates to a level with those to Derry—that we in Strabane should pay no more than they pay in Derry. Mr. Plews for half an hour previous to the document being signed was writing and re-writing to make it suitable for signature. It says, "The rates to-day agreed to by the railway company are accepted by myself and the traders associated with me as satisfying our complaints."—that is, those rates we discussed then, but there were rates outside

those, which Mr. Plews promised to reduce, and this was never done.

Colonel Plews.—Show me any promise I have not carried out.

Witness.—It is contained in your letter of March, Mr. Plews.

30611. *Mr. Sexton.*—Other rates open to the same complaint?

Witness.—Yes.

Colonel Plews.—The memorandum embraced all that was agreed on at the meeting at the time in Derry.

30611A. *Chairman.*—That is admitted.

Witness.—No, it sets forth what we did agree. It was filled in the Railway Commission report. That is only a certain small quantity of the rates, but those embraced rates that have not been reduced even now, and we brought a second case before the Railway Commission.

30612. *Mr. Sexton.*—If the witness would put in a table of any rates which are higher than they were in 1892, that would facilitate the railway company's examination?—They are well aware of that.

30613. But it should be put in the evidence?—For instance, Newtownstewart 4*s.* 6*d.* that we used to get for 3*s.* 8*d.* for bacon.

30614. *Chairman.*—I don't see anything there to justify a charge of breach of faith on the part of Mr. Plews?—That is written for the purpose.

30614A. Don't mind for what purpose. There is nothing to justify a charge of breach of faith.

Colonel Plews.—After this settlement with Mr. Pelham, representations were made to us that the rates required modification. I had a meeting with the people of Strabane. Mr. Colhoun was there, and several other people. I think we spent most of the day at it, and we modified a considerable number of the rates voluntarily. This memorandum I have read was agreed on as a result of that meeting. It is dated 20th February, '99, and says: "The rates to-day agreed to by the railway company are accepted by myself and the traders associated with me as satisfying our complaints"——

Witness.—Yes that is, "the rates to-day."

Colonel Plews.—The rates agreed on. I assumed they brought forward everything, and that I was not to be called on a week afterwards to go into a fresh list. The memorandum goes on: "It is agreed mutually that application be made to the Railway Commissioners to postpone the application for one month, the railway company in the meantime will consider as to the rates now agreed to being made retrospective to any extent." That was voluntary on our part, and we did make them retrospective. There was nothing to compel us to make them retrospective, or to reduce them. The number of rates was about sixty. We thought this arrangement had cleared all the ground, but we are apparently no farther on.

30615. *Chairman.*—You admit you signed that?

Witness.—Yes.

30615A. *Mr. Sexton.*—Can you put in a list of the rates that are higher than in '92?

Witness.—Yes.

30616. *Mr. Sexton.*—Well, do. Send them to the Secretary. The rates in force on the Great Northern, which are higher than in '92.*

Examined by Lord Pirrie.

30610A. You speak of breakage, and of excess rate from Coalisland to Strabane; have not you considerable cartage from Coalisland brick works to the station—the wagons don't run into the brick works?—I don't know.

30617. Is not there considerable breakage in putting them into the cart, jogging them along the road, and, when you come to the station, upsetting the cart—you say there is a great deal of breakage owing to shunting?—Yes, I have a letter——

30618. You don't know of your own knowledge?—I have seen them myself, and know there is a great deal of breakage.

30618A. *Colonel Plews.*—Has he any claim that has not been made in respect of these?

Witness.—I don't deal in fire-clay goods—Mr. Plews knows that.

30619. *Chairman.*—Mr. Colhoun said he was told.

30619A. *Lord Pirrie.*—Yes, the distance from Coalisland to the railway station, and then away round, it is quite natural some breakages must take place.

Colonel Plews.—Our experience is that they are carried with remarkable freedom from damage.

Damage to fireclay goods in transit.

30620. *Chairman.*—They are loaded with straw?

Colonel Plews.—Yes, and heather.

Witness.—Oftener without it.

30621. *Lord Pirrie.*—With regard to the rate-book, do you mean that the book at the station is not correct. You say that the rate in the rate-book was 12*s.*, and you are getting it for 7*s.*; do you mean that the rate-book is not marked for everyone to see it?—That's what I found on my examination; I say so.

30622. Did you draw the attention of the railway company to it?—Yes; I investigated it at the booking-office in Derry.

Difference between a rate charged and that shown in Strabane rate-book.

30623. The actual rate was 7*s.*, and the rate-book showed 12*s.*?—Yes.

Examined by Colonel Hutcheson Poë.

30624. With regard to the question of rates, do I understand that in addition to the rates raised since '92, that you also complain that the rates in force are in some instances higher than in '88 or '89?—Yes.

30625. That was owing to the effect of Lord Balfour's Committee. The schedule which they drew up, while it decreased in a great many instances rates, did actually authorise an increase in other directions, and that was complained of by traders, with the result that a Committee of the House of Commons was appointed to inquire into the matter, and they recommended, in December, '93, that the Board of Trade should be employed, and, failing them, that the Railway and Canal Commission should have power to investigate any increase in rates retrospectively—which had been made since the Act came into force on the 1st January, '93. You say the rates were increased since '92. I am afraid that does not come within the definition of the Act. The new schedule came into force in January, '93, and the powers the Railway Commission have to make the railway companies justify an increase of rates only applies to rates increased since January, '93. I think the railway companies will bear me out—it is not to rates increased above what they were in '92. That is the law, which only applies in the case of a rate increased since the schedule came into force, in January, 1893—the railway companies have on th complaint of a trader to justify that increase. Then I notice that you speak at page five of your proof of the difficulties of getting fruit brought to London—delivered in London—as compared with foreign produce?—Yes.

The Railway and Canal Commissioners' power to investigate increases in rates.

30626. You know one reason why foreign produce, agricultural and otherwise, is brought at low rates, is the conditions under which that traffic is consigned viz., in very large quantities, and carefully packed and handed to the companies in such condition that they can afford to give the foreign producer a very low rate. It does not pay the railway company better to give the foreign producer a low rate than it does to get a high rate from the English producer—it is the other way?—Yes.

The different transit conditions for foreign produce compared with home traffic.

30627. The cost of operation is largely dependent on the magnitude of the traffic?—When you have a small perishable traffic, like the blackberry traffic—when we have a small traffic in fruit such as Ireland's compared with foreign countries, there should be special facilities given to handle it favourably in competition with the foreigner.

30628. I don't want to draw comparisons between conditions totally different—the conditions under which we have to consign traffic are small consignments, frequently at irregular intervals, often, as railway companies point out, and as the Board of Agriculture points out, not suitably packed, and

* (See Appendix No. 19).

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Mr. John Colhoun, Representative of the Strabane Mercantile Association.

those conditions very much affect the cost of handling and of operation. Lower rates and charges would be desirable and might increase traffic, but I only want you to bear in mind the conditions under which foreign traffic is brought in?—Yes.

Co-operation of the farming classes in the matter of transit advocated.

30629. Do you think that more might be done by way of co-operation, such as is carried out in Denmark, for example. The principle of co-operation amongst the farming classes has contributed to raising Denmark to such a high level as she occupies. Don't you think more could be done that way in Ireland?—I think more could be done by way of co-operation than has been already done. We are beginning to co-operate for the benefit of the general community, and in that way the value of the fruit of the country can be enhanced, and it could be more heavily thrown on the market and better prices obtained for it.

The Board of Trade's assistance in the adjustment of grievances not always successful.

30630. You don't appear to have called for the interference of the Board of Trade?—We obtained the first concession from the Board of Trade, and got the old rates we had prior to 1892 restored; as I have already mentioned, and when other abuses took place we put them forward, but utterly failed to obtain redress.

30631. The evidence we have had with respect to appeals to the Board of Trade has been rather to the contrary, but you can only speak for yourself?—For instance, there is a level crossing at Strabane which is continually blocked up by engines. It is so manipulated that they are in the passengers' way. Any lame person has to go over a high bridge.

Examined by Mr. Sexton.

Differences between certain rates charged and those in the rate-books

30632. You know that the railway companies are obliged by law to charge the rates set out in their rate books, and no other rates?—Yes.

30633. You say in your abstract that the rate books are misleading at both Londonderry and Strabane, and that at Londonderry the rate stated for porter from Dublin is 12*s.*, whilst it is carried at a lower rate, namely, 7*s.* 6*d.*—Yes.

30634. And in the case of flour 5*s.* was in the rate book, and 4*s.* was charged?—Yes. It has been raised since.

30635. How is it now?—5*s.*

30636. Does the rate book state one rate, and do the company charge another?—That rate is made right now.

30637. Which of them?—The flour rate.

30638. The rate book and the actual rate charged now agree?—Yes.

30639. About the porter?—I took this rate that I refer to in February. Porter was rated in the books at 12*s.*, whilst it was carried through the competition of a Dublin steamer at 7*s.* 6*d.* The rate for potatoes——

Porter rates—Londonderry and Dublin instanced.

30640. Keep to the porter. Do you say that whilst the rate book showed a rate of 12*s.* a rate of 7*s.* 6*d.* was charged?—I got the stationmaster to verify it. I said, "Surely it can't be."

30641. Was the 7*s.* 6*d.* rate charged to some of the consignees or to all?—To some of the consignees.

30642. Is there anything else in your abstract that you think of great importance to mention briefly, so as to have it put on record?—There are two or three little things.

30643. State the most important of them as briefly as possible?—The general bearing of the officials is somewhat better than it was.

30644. You told us that?—I saw some of the accommodation provided. Here is a photograph of one of the station houses, and the measurements of it.

30645. Can you not select something bearing more closely on the public interest as regards the management of the railways and the rates and fares?—The classification of the consignments put down at five and six tons bars the small dealers from taking the full advantage of the lower rate. Those who are able to deal in large quantities get the advantage; but the great bulk of the consignments pass on the railway in small lots now, and that means that the railway company gets larger rates.

30646. The existing scale operates oppressively on the small dealers?—It does.

30647. What would you make the maximum for "smalls"?—The scale of 5 cwt. for "smalls" was reduced to 3 cwt. for the purpose of making the trader believe that there was a concession. It turned out the other way. I applied for an analysis of the rate, but was "dodged." I could not get it. I think it should be a small minimum over the tonnage, and should be 3*d.* or 4*d.* on the consignment.

30648. Up to what weight?—Over the present 3 cwt.

30649. The rates for tonnage should be less, and a uniform charge for the "smalls"?—It should be so.

30650. It should approximate more to an average rate?—If you send a parcel at the rate of 10*s.* a ton it would cost 1*s.* It should be 6*d.*, with 3*d.* additional for collection and delivery.

30651. You would have the line of demarcation where it is, but you would alter the scale?—I would alter the scale.

30652. Is there anything else that you wish to mention of importance?—I sold blackberries delivered in Glasgow at £5 a ton, and made an application for a reduction to Colonel Plews, and the reply was that they were sold in London at 3*d.* per lb., and nothing was done.

30653. I have gone through your abstract, and it is a formidable indictment of the present railway system. Is there anything else that you wish to say?—I just wish to refer to the rates for school children going to Londonderry. They increased the rates for them. There used to be only second-class tickets, but since the Donegal railway extension to Derry came into operation they have given third-class tickets, and the fares have been reduced.

30654. We know that where the railways are publicly owned facilities for getting children to school are granted?—It does not seem to be taken notice of by our railway companies—the matter of encouraging children to go to school.

30655. Looking to the number of matters in which the present railway system is at issue with public needs, do you consider that there is no adequate remedy for it except to purchase the lines and vest them in an Irish authority, responsible to the people, and working through a board of experts?—I agree with that. It is necessary to have a board of experts. They should be representatives from the various districts.

30656. There would be a board of experts to manage the railways, and over them a representative body, to conduct the policy and direct the arrangement of rates and fares?—Yes; I would agree with that.

Colonel Plews.—Might I make one observation?

30657. *Chairman.*—Is it worth while?

Mr. Michael Martin, Representative of the Ballinamore Rural District Council. Complaints as to the working of the Cavan and Leitrim Railway.

Mr. Michael Martin examined by the Chairman.

30658. You appear on behalf of the Ballinamore Rural District Council?—Yes, sir.

30659. And you want to speak with reference to the Cavan and Leitrim Railway?—Yes.

30660. You have heard the evidence of Mr. Smyth to-day?—I have.

30661. Did you hear or read the evidence of Father Gray yesterday?—I did not read it all, I read some of it.

30662. Is there any new point that we have not had before that you would wish to mention?—There is.

30663. What is the first portion?—Their evidence pertains practicaally to the same thing, but it is not given in the same way I would wish to give it on a great many points.

30664. What does the District Council object to?—They strongly object to the railway and the mining company being worked by the same officials.

30665. We know that, we have had it over and over again. Why repeat it?—The manager of the railway is secretary to the mining company, and he also——

30666. We had that?—He is also a farmer.

30667. Well, that is something new?—He has a farm of land beyond Belturbet, which is at the northern end of the Cavan and Leitrim Light Railway. It must be evident that as he has to manage a railway company and be secretary of the mining company and a farmer—he is paid for his time and attention in managing the railway and he has to look after his farm and buy cattle and oats and hay for the Arigna Mining Company's horses, and then look after the management of the line, and surely a man with so many irons in the fire cannot keep them all hot.

30668. I should think you are probably right. This particular District Council of which you are a member—what rate in the pound do they pay towards this railway?—A shilling in the pound at the present time. Previous to the construction of the line there were pamphlets sent broadcast amongst the guaranteeing areas promising that they would not have to pay more than 4*d*.

30669. We have had that over and over again?—And we were then to get cheap coal.

30670. Is it your opinion that the line is not worked to the advantage it should be?—Certainly that is my opinion.

30671. And that the ratepayers who have to guarantee the five per cent. interest on the capital should have the majority of directors on the Board—is not that your view?—It is.

30672. And if they had the majority they would take care that the management was better than it is to-day?—Certainly.

30673. And the better management would result in better profit and less money to be paid by the ratepayers?—Quite so.

30674. Is not that your evidence in a nutshell?—Yes; on that point.

30675. What is the other point?—The directors are as well paid one way or the other, they do not care whether the line pays or not.

30676. Well?—They are paid for going up and down to Dublin, they get a free pass and a guinea a day. I have seen them.

30677. *Chairman.*—That was covered by what I said, that if the ratepayers had a majority they would take care that these things would not exist?—Previous to the passing of the Local Government Act the directors took great care to make four new directors in order to give the majority to themselves.

30678. We know that. Is it your view that the majority of the directors should be representatives of the ratepayers?—Certainly; it is the ratepayers' directors who would have something to say, but the others have nothing to do with it, they have the guarantee.

30678A. We are agreed, that is all I want to ask

Examined by Mr. Sexton.

30679. What do you say, Mr. Martin, about local rates for small quantities?—The rate from Sligo for sugar, take it by the bag on these sixty-three miles, would be 1*s*. 6*d*.

30680. *Chairman.*—Per cwt.?—It was two cwt. per bag.

30681. *Mr. Sexton.*—Yes?—The rate for three miles on their own line from Ballinamore to Garadice would be 10*d*. per two cwt. The rate for their own coal, which has lately been adjusted by the manager of the railway, who has a great interest in the Arigna Mining Company, is 2*s*. a ton. That would work out at 1½*d*. per mile per one cwt. and a fraction over, and a fraction over 1½*d*. per mile per ton of coal from the Arigna coal mines. That would be that we pay twenty times as much for our sugar as for coal.

30682. How many times as much do you pay for carrying sugar a long distance?—We get it from Sligo at 15*s*. per ton.

30683. About a farthing per mile per two cwt. bag from Sligo?—About that.

30684. And then for the short distance it is 3*d*. a mile?—A fraction over 3*d*. a mile, tenpence for three miles. I can show you the receipts.

30685. It is a great disparity; you say, firstly, that the high rates for smalls embarrasses the local trader?—They now cart the goods; they could not afford to pay their exorbitant charges.

30686. And that not only is the smalls scale high on the short distance, but the tonnage rate becomes prohibitive?—That is so.

30687. Do you wish to mention bacon?—I wish to mention something about the office in Dublin.

30688. Take the bacon, please?—I find the rate for bacon from Dublin is 24*s*. per ton, and the rate from Liverpool *via* Dublin to Ballinamore is 23*s*. 4*d*.; 8*d*. per ton less.

30689. The effect is to wipe out Dublin?—It is not fair to the Irish trade. They land it in Dublin 8*d*. per ton less than getting it from Dublin.

30690. And you can get it direct from Liverpool at 4*d*. a ton less?—No, that was a mistake; it was 8*d*. I can show you documentary proof.

30691. These, you say, are typical facts, and they indicate that the railway system is managed in a manner inimical to the interests of home trade?—That is so.

30692. Very well, do they refuse to weigh your goods?—They refused to give any weight or rate on coal.

30693. Do you mean they will not tell what weight they carry?—No; they give the amount in money. They say, there is the amount; and how they arrive at the amount they will not tell.

30694. This is an advice note for coal on the Cavan and Leitrim Railway—it does not tell what weight is carried?—No, nor the rate.

30695. It does not tell the rate that is charged; it only tells the sum that is to be paid?—Yes.

30696. *Lord Pirrie.*—Have you ever asked for the information?—Yes.

30697. *Mr. Sexton.*—If you want to know what the weight is and what the rate is you will not find them in the advice note, but have to go and ask the railway officials?—They will not give it. I got a wagon of coal weighed. I asked them to weigh at the railway weigh-bridge, which they did for a long time, and there were great complaints about shortage of coal, and I suspected I might have been something short too. I asked the manager would he weigh this wagon of coal for me, and he said yes, on the express condition that I would take no action against their company for shortage.

30698. A very prudent precaution?—It was weighed, and was 4 cwt. 3 qrs. short. I had to pay the carriage on that, and I had also to pay the money for the coal I did not receive.

30699. *Chairman.*—What station was that?—Ballinamore Station.

30700. *Mr. Sexton.*—When was that?—It was May, 1906, last year.

30701. Did you do what you could to obtain redress from the railway company?—I did.

30702. And you failed?—I refused to pay on last wagon, except they would give the weight, and they processed me.

Oct. 17, 1907.

Mr. Michael Martin, Representative of the Ballinamore Rural District Council.

Complaint as to excessive local rates for sugar on the Cavan and Leitrim Railway.

The excessive "smalls" rates charged.

Rates for bacon—Liverpool to Ballinamore, and the local rate, Dublin to Ballinamore, compared.

The Irish railway system managed to the prejudice of the home trade.

The issuing of advice notes without particulars of rate or weight on the Cavan and Leitrim Railway.

Shortage in coal conveyed on the line complained of; unsuccessful appeal to company for redress.

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Mr. Michael Martin, Representative of the Ballinamore Rural District Council.

30703. And forced you to pay?—I refused to pay, and they processed me.

30704. Was there a decree made against you?—It was on when I was coming up here, and I have heard since that I was decreed. I was coming to the Commission. The case was heard, and the decision was not given. I heard it was given next morning.

30705. *Chairman.*—Was the case defended?—Yes; I gave evidence, and put in the dockets. They would not give the weight nor the rate, only the amount of money.

Action by the Cavan and Leitrim Company against witness for freight on wagon of coal.

30706. *Lord Pirrie.*—What Court was it?—The Quarterly Sessions, before Judge Drummond. The Ballinamore Quarter Sessions.

30707. *Mr. Sexton.*—The process against you was for the freight of a wagon of coal from Newry to Ballinamore not delivered to you—did you pay the whole amount?—They asked for the whole amount. And there was some sundry items, together with the amount, and I offered to pay for them, and they would not take it except I paid for the coal; and they would not give the weight or the rate.

30708. Did you ask them to weigh it before you took delivery?—I did.

30709. Did you weigh it after delivery?—They refused to weight except I promised to take no proceedings, and I thought it no use in weighing, because they would say we gave you no weight. You can sue the Great Northern. We gave so much coal for so much money.

30710. How did you ascertain it was short?—On their own wagon weigh-bridge. The manager admitted that it was 4 cwts. short. This was in May, 1906, on a previous occasion.

30711. *Lord Pirrie.*—That was not the case they sued you for?—No, another.

30712. *Mr. Sexton.*—Who weighed it?—He weighed it on condition that I took no proceedings; and I took no proceedings, when I promised, in that case.

30713. *Chairman.*—Is that a cart weigh-bridge?—It is a wagon weigh-bridge.

30714. It was weighed in the wagon?—Yes.

30715. *Lord Pirrie.*—You did not pay for the coal?—I did.

A national Railway system the only remedy for relief of local guarantors.

30716. *Mr. Sexton.*—Although he ascertained that the weight was 4¾ cwts. short he billed you for the excess amount?—Previous to his weighing it he made me promise I would take no proceedings.

30717. And he insisted on charging you with 4¾ cwts. more than there was delivered?—He did, and I paid; because there is their receipt for it.

30718. Will you put it into the notes. Do you see any chance of escape except to knit up such lines into a national railway system, and relieve the local guarantors?—No.

Copy of receipt for freight on a wagon of coal admitted by the company to be 4¾ cwts. short of the invoiced weight.

Copy of the receipt handed in is subjoined:—

CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED.

(184) ADVICE NOTE FOR COALS.

BALLINAMORE STATION,
21*st day of August*, 1907.

To Mr. Michael Martin,
The Hotel.

On behalf of the Cavan and Leitrim Railway Company, Limited, I beg to inform you that the following wagons, viz.:—Nos. 9 and 14, arrived at this station from Newry, this day, at 9.30 p.m., 20/8/'07, loaded with coals, consigned to you with the undermentioned charges, and to request you will have the goodness to have the coals unloaded therefrom, and removed within *forty-eight hours* from the above-mentioned time of arrival. I also beg to inform you that, if the said coals are not unloaded and removed within the period of *forty-eight hours*, as above-mentioned, demurrage will be incurred and charged upon each wagon detained under loading from the expiration of the above-mentioned period of *forty-eight hours*, until the same be unloaded (Sundays, Good Friday, and Christmas Day being excepted), viz., 3*s.* per truck per day.

The Cavan and Leitrim Railway Company, Limited, reserve to themselves the right (after notice to the consignees, and without prejudice to the Company's right to recover any demurrage that may have been incurred) to unload wagons conveying coals or other minerals, or goods of the first class, etc., as above-mentioned, at the risk of the owners or consignees thereof, at any time after the expiration of *forty-eight hours* from the time of arrival, as above-mentioned, and to charge the expenses of so doing, together with any charges incurred for demurrage, and the subsequent charges for wharfage or storage until removed.

The company require all charges for carriage as well as any charge for demurrage, etc., to be paid before the coals are removed.

Charges now Due.

Railway Carriage,	£	:	:
Paid on,		:	:
Total,	£2	12	3

For the Cavan and Leitrim Railway Company, Limited.

N.B.—When sending for the above-mentioned goods, please to send this notice, with the subjoined order for delivery, filled up in favour of the party to whom the goods are to be handed over.

The directors require all charges to be paid before the coals are removed.

To the Cavan and Leitrim Railway Co., Ltd.

Please deliver the above-mentioned coals to or bearer.

(Signed),

Dated the day of 19 .

30719. Do you see any chance of escape for a district such as this, saddled with such railways, except to knit them up into a national system, and relieve the local ratepayers?—I do not.

Examined by Colonel HUTCHESON POË.

30720. One question with regard to the complaints as to the charge on 2 cwt. consignment of sugar for a distance of three miles—of course you are aware that in a short distance the cost of station and service terminals is just the same as in the case of a long distance. The railways are fairly entitled to charge something for station accommodation and loading and unloading?—They have what they call a scale.

30721. Quite so. That places the short distance and the long distance in the same position—the cost is exactly the same in the one case as the other, and I want to point out that when you come to distribute the station and service terminals for short carriage it seems to add very much more to the cost than when you come to add exactly the same charges for service and terminals for long distances, it works out at a very small percentage on the longer route?—We can coal it much cheaper than they charge. They charge twenty times more for sugar than for coal—the difference is fifteen to three miles, no matter how you take it.

30722. You know coal is carried in the lowest class, and sugar in class one, I think. It requires very careful handling, and loading and unloading, and covering, and all that?—It would be 4*s.* 2*d.* in the fifteen miles comparing it with the three miles for 10*d.*

30723. The very point you bring before us, where you say you are charged 1*s.* 6*d.* for sixty-three miles—that bears out my contention that you are charged

the same station and service terminals, but they are distributed over a greater length. In your particular case, in a short distance, it would mean a great addition?—This is a clear case, 10*d.* for three miles. It would be at the rate of 4*s.* 2*d.* for fifteen miles.

30724. It does seem high, but that is the reason, that it is carried in that way, and involves careful handling.

30725. *Mr. Sexton.*—Is the sugar twenty times as much as the coal?—Yes, twenty times.

30726. No difference in class would justify the difference in charge?—It would not be justified no matter how you scale it or class it.

Mr. Tatlow.—The difference cannot be twenty times as much. Could not he state what the rates are?

30727. *Lord Pirrie.*—You admit it is not twenty times as much?

Mr. Tatlow.—He has not given the figures?—(*Witness*)—I have given the figures. The rate for the coal for fifteen miles is 2*s.* per ton, and the rate for the sugar is 10*d.* (2 cwt.) for three miles, and it works out at a fraction over 1½*d.* per cwt. for sugar, and 1½*d.* per mile per ton for coal.

Mr. Tatlow.—You can prove anything by figures.

30728. *Mr. Sexton.*—Some things cannot be proved in any other way.

30728A. *Chairman.*—You have given the figures for what they are worth?—10*d.* for three miles will work out at a fraction over 1½*d.* per cwt. per mile.

30729. *Mr. Sexton.*—What weight of coal and sugar?—Two cwt. of sugar and a ton of coal.

30729A. *Lord Pirrie.*—Two cwt. of sugar and a ton of coal.

Oct. 17, 1907.

Mr. Michael Martin, Representative of the Ballinamore Rural District Council.

The method of placing the contract for the coal supply for the Cavan and Leitrim Railway.

30730. *Mr. Sexton.*—Which is it?—A ton of coal and 2 cwt. of sugar. The rate per ton is 2*s.* for coal for fifteen miles, and for three miles for sugar it is 10*d.*, that is for the sugar 1½*d.*

30731. *Mr. Sexton.*—He is quite right. A ton of coal would be 1½*d.* per mile, and sugar 2*s.* 9*d.* It is about twenty-one times as much?—There was a question I heard in Mr. Smyth's evidence I would like to clear up, if you will allow me—perhaps he might not have known about it. It was with reference to advertising for contracts for coal for the company. Those contracts have been advertised, and it was a man named Leyden, a neighbouring miner, tendered, and he succeeded in getting the contract, but it seems that his coal did not please the company—natural to expect they did not please, and everything was wrong—the fires went out and it would not be taken again, so there is no need for anyone to compete against themselves.

30732. *Chairman.*—What you say is, I suppose, that although they do advertise for tenders, practically there is only one tender. That is what you mean?—That is all.

30733. And that is Arigna colliery?—Yes.

30734. *Mr. Sexton.*—That is because the majority of the directors of the railway are directors of the mining company?—Yes.

30734A. *Lord Pirrie.*—That is his assumption.

Mr. E. O'Neill Clarke, C.E., examined by the Chairman.

Mr. E. O'Neill Clarke, C.E., County Surveyor, Leitrim.

30735. You are County Surveyor of Leitrim?—Yes.

30736. Have you heard the evidence this morning?—I have only heard Mr. Martin's evidence. I got in when Mr. Smyth was concluding his evidence.

30737. We have had so many witnesses in connection with the railway that I do not propose to ask any questions upon it. All the figures which you put in your proof we have had already; and they are in the notes with reference to the traffic on the Cavan and Leitrim Light Railway. If there was anything Mr. Martin has omitted in giving his evidence that you would like to mention, we will hear what you have got to say, but I do not propose to go over your proof?—Would you allow me to say that there are only a couple of points I really wish to bring before the Commission, and, as far as I have seen, no other witness has given them.

30738. Just mention the first point and we will soon tell you?—The first point is that the line—part of the line which is guaranteed by the County of Leitrim—is outside the county altogether.

30738A. We had that before.

30739. *Mr. Sexton.*—You complain of the incidence of the system of crediting profits between Leitrim and Cavan?—That is the second point. The point is that Leitrim has to pay for 5½ miles of line which are outside the county.

30740. *Chairman.*—In Roscommon?—Four in Cavan and 1½ miles in Roscommon.

30740A. *Lord Pirrie.*—They are very close to Leitrim.

30741. *Chairman.*—We have had that in evidence?—Cavan pays for four miles less than the mileage in the county. The second point is as regards the division of profits between the two undertakings, No. 1 and No. 2. I say on account of the way the traffic runs—practically all towards the northern part of the line—that the portion in Cavan is the portion which earns by far the greatest amount of money for its length, and that, therefore, in dividing up the profits Cavan takes the lion's share. So much is that the case, that in some half years Leitrim appears to be worked at a loss, and is worked at a loss, while in Cavan there is a very considerable amount of profit. I say that the traffic comes from Leitrim. It is the place where the money is earned, and yet the profit is taken from it and given to Cavan.

30742. *Mr. Sexton.*—Because the usual course of traffic is northwards?—Yes. I think it is an unfortunate state of things.

30743. *Chairman.*—Does the rate vary in the districts in the area? Are the rates the same all over the area?

30743A. *Mr. Sexton.*—This calculation governs the measurement of the levy on the two districts?

Proposal for a readjustment of the Railway levy on the Leitrim and Cavan districts.

30744. *Chairman.*—That is what I want to get out.

30745. *Mr. Sexton.*—You think that this valuation ought to be readjusted so as to readjust the levy in a more equitable way between the two counties?—What I think is that the line ought to be worked as a whole, and the profits distributed as a whole.

30746. And the levies so measured between the two areas?—Yes. At present the area in Leitrim pays 1*s.* in the pound, whereas in Cavan it is something about 4*d.*, I think.

30747. *Chairman.*—That is quite plain. That is a new point. You agreed with what the previous witness and other witnesses have said—that the directors and the ratepayers who guarantee the interest on the capital should be more fully represented on the board?—I do.

An increase in the ratepayers representation on the Cavan and Leitrim Railway Board urged.

30748. And do you think that with better representation, or a majority on the board, and better management, the ratepayers might be relieved of considerable portion of this levy?—I think they might induce greater economy in working.

30749. If you increased the receipts or economised in working, in both cases the net profit would be increased and the levy on the district reduced?—That is so.

30750. You think that would be very likely to be brought about by directors representing the ratepayers than by directors representing the shareholders, who are guaranteed 5 per cent.?—I think it is possible. I am not convinced of it.

30751. You are not convinced?—I am not convinced.

The connection between the Boards of the Railway Company and the Arigina Mining Company.

30752. You heard the evidence with regard to the directors being connected with the colliery?—I have read about that.

30753. Do you know anything about that?—It is a matter of general knowledge.

Oct. 17, 1907.

Mr. E. O'Neill Clarke, C.E., County Surveyor Leitrim.

30754. Do you think it is in the interests or otherwise of the railway?—I think it is a thing that ought not to exist.

Examined by Mr. SEXTON.

30755. I see you have proposals as to immediate relief. About the Great Northern Railway—you say, Mr. Clarke, apart from the question of dividend on capital, there is behind the serious question of deficit on working expenses?—Yes.

The connection between the Board of the Railway Company and the Arigna Mining Company disapproved.

30756. Would you wish to see railways that have got into this position taken into the public budget of railways and the locality relieved?—I did not quite catch that.

30757. Do you regard transit—facilities for transit of passengers and goods—as a question in which the whole country has an interest, or a question in which localities should incur special liability for transit in their own districts?—I think the whole country has an interest in the question of transit and development.

The policy of dealing with the Irish transit question as a whole recommended.

30758. And if the whole country is interested in efficient transit, although the degree of interest may not be the same, between different districts in regard to different lines, would not you say the whole county is interested in developing every part of it?—Yes.

A public system of Irish Railways as in Australia advocated.

30759. Would you think that the ugly predicament of this guaranteed line and also the question of further branches would be best dealt with by a public system of railways, as in Australia and other countries, where public resources, however available, could be employed in relieving localities and constructing necessary lines?—I do.

Examined by Colonel HUTCHESON POË.

30760. One question with regard to the table in your proof. As to the disproportion in the amount credited out of profits to the two countries—have you ever made any representation to the Board of Works, or has the auditor ever called the attention of your County Council to the point? It seems a very hard one on the face of it, that County Leitrim is paying the lion's share and not getting the mouse's share of the profits?—It is a great hardship.

30761. Has the attention of the Board of Works been called to it?—The question as between the two counties was raised some years ago. It was before my time in the county—probably it will be twelve or fifteen years ago, and an inquiry was held by Sir Douglas Salton for the Board.

30762. *Chairman.*—That is a long time ago?—It may be fifteen years ago.

30763. *Colonel Hutcheson Poë.*—What was the result? Was he in favour of any redress being given?—He made certain rules as regards terminal charges and some matters that were in dispute between the two counties—station times, and generally he adjudicated on anything that was brought before him.

30764. Was the question of the proper allocation of profits between the two counties brought before him?—I think he decided that the accounts of the two undertakings—the receipts and expenditure—should be kept entirely separate; and that is done. That is what I complain of.

30765. Then with regard to the question of Roscommon, which certainly derives some benefit, and pays nothing, has that matter ever been represented to the Board?—I do not think it was represented.

30766. And no representation has been made since that inquiry to the Board of Works?—No.

The Commission then adjourned till the following morning at 11 *o'clock.*

FIFTY-FIRST PUBLIC SITTING—FRIDAY, OCTOBER 18TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary)

Colonel R. G. SHARMAN CRAWFORD, D.L., examined by the CHAIRMAN.

30767. Colonel Sharman Crawford, I think you are Deputy-Lieutenant for the County of Down?—Yes.

30768. And that you appear here on behalf of the Down County Council?—Yes, one of their representatives.

30769. Are you on the Council?—Yes, vice-chairman.

30770. You have been asked to come here?—Yes, delegated by the County Council as one of its delegates.

30771. What is the particular trade or industry of that county—principally agriculture?—Agriculture and merchandise, and there are passengers, of course, largely too.

30772. You only speak with reference to your own county?—That is all, sir.

30773. Now, with regard to the local goods rates in your county, do you consider them reasonable or not?—Well, of course, there are always individual grievances; but as a general rule the complaints are not many.

30774. Do you think that the rates in operation are such as fairly develop the industries of the country?—Yes, fairly.

30775. Have you considered the question of through goods rates and their effect upon this country?—Of course, being, as it were, an amateur in that matter, and without having the privilege of knowing much about rates, I can only understand that there is a difference between the out-rate as compared with the in-rate.

30776. The export rates from this country to England as compared with the import rates from England to this country?—Yes. And if such is the fact I should be very firmly of opinion that they should be at any rate equalised. Of course, being an Irishman, I should be in favour of the Irish side.

30777. That is to say, you would rather see the export rates lower than the import rates?—Yes, if anything. But I think that they ought at any rate be put on the same basis.

30778. You are of opinion that the low import rates which we have heard so much about are not fair and reasonable as regards Irish industries?—No; they are calculated to cripple trade.

30779. With regard to the passenger fares, have you anything to say in reference to them?—Of course we would all like to travel as cheaply as possible; but, I think, as a rule, there has not been much complaint of them. I know in the County Down the rates of the line, of which I have more knowledge than any other—its rates, and its excursion rates especially, are very low and satisfactory.

30780. Have you considered whether reductions in the existing rates and fares—rates for goods and fares for passengers—would have a tendency to increase the prosperity of this country generally?—Repeat that again, sir.

30781. Whether reductions in the existing rates for goods and fares for passengers would be likely to produce an increase of traffic and thus benefit this country?—The question that I was considering in the proof was the remunerative growth of traffic.

30782. Of course I am putting my question?—Yes; to your question I would certainly say yes.

30783. That is what we would expect?—To your question, certainly.

30784. Of course, as to how that is to be done, is another matter?—Yes.

30785. And that is the question you would like to refer to?—Yes.

30786. Then I gather that, speaking for your own county, you consider that the train services and the passenger fares and the goods rates are on the whole fairly satisfactory?—Yes, fairly satisfactory

30787. Are you in favour in case—I am putting a hypothetical question—but, in case the railway passenger fares and goods rates were considerably reduced, and the railway companies for the time being had to bear a considerable loss, would you be in favour of a subsidy being given to the railways from the Treasury?—Of course, as a general rule, my experience has been rather opposed to subsidies, but I think that would be a fair one. The companies should not be expected to bear the loss, but the subsidy should not be made a permanent subsidy, at any rate at first, but might be given as an experiment to see what the effect would be.

30788. Have you considered how that subsidy should be given—by what authority?—I think in that event, as a case of experiment in the first instance, it ought to be given by the Imperial authority.

30789. I suppose there are portions of your county that are not served by railways?—Yes.

30790. Do you consider that motor services might be advantageously employed there?—Well, the motor question is rather one not settled in my portion of the county. In my own knowledge, and in connection with the County Down Railway, two motor services have been tried, one from Newcastle to Kilkeel, which is about thirteen miles.

30791. Newcastle is on the coast?—Yes. That one is still in operation; but I am given to understand that it just pays its way.

30792. The motor service?—Yes.

30793. Run by the railway company?—Yes. The other one run by the railway company is from Newtownards to Portaferry, on the other side of Strangford Lough, along that long peninsula where there is no railway communication. That was in operation for some little time, but has been given up, I believe from my own knowledge, because it didn't pay.

30794. That was a railway connection?—Yes.

30795. What railway?—The Belfast and County Down Company. Both those services were started by the County Down Railway Company.

30796. I suppose you have heard or know that we have Railway Commissioners to settle disputes between the railway companies and the public—the Railway Commission Court?—Yes.

30797. Do you think that is a satisfactory tribunal to settle differences in Ireland?—Fortunately for myself, I have had no personal experience of it; but, from what I have heard other people say, it is really impracticable for the ordinary person on account of the great expenses that attend it.

Oct. 18, 1906.

Colonel R. G. Sharman Crawford, D.L., Representative of the Down County Council.

The train services and rates and fares in the County Down fairly satisfactory.

The necessity for a Government subsidy to the railways if rates and fares were compulsorily reduced.

Experimental motor services in the County Down.

The great expense attached to proceedings before the Railway and Canal Commission Court.

Oct, 18, 1907.

Colonel R. G. Sharman Crawford, D.L., Representative of the Down County Council.

30798. Have you any alternative suggestion to make from your Council?—Well, of course, it is such a very big question. Naturally myself and others would wish to see some cheaper tribunal appointed for the purpose of arbitrating between the traders and the railway companies.

30799. Have you considered whether the county court judges could be used for that purpose?—Personally, I would sooner not for a very strong reason. I would sooner see a higher authority than the county court judges. The county court judges are very busy men; and, personally, I would sooner see a higher authority than the county court judge.

Suggested Irish tribunal to deal with cases of dispute to replace the Railway and Canal Commission.

30800. An authority as high in position as the present Railway Commissioners' Court?—Yes.

30801. What difference would it make?—Of course there is great expense. A small court of something of that kind—we are talking about Ireland—should be supplied for Ireland alone that would have its headquarters in Dublin. Unimportant questions could be heard in other parts of the country. It is for the purpose of reducing the expenses that such a thing should be done.

30802. Would you suggest that it should be a court in Dublin?—I say the headquarters should be in Dublin.

30803. With authority to move about?—In smaller cases they should have authority to send one of their body, or an inspector, or somebody of that kind, to investigate the matter on the spot, if it was only a small matter, and report on it in Dublin.

30804. Why not a county court judge?—Well, I would sooner have somebody else. If there was to be a permanent body it would be better to have an official of some kind, whose duty would be of that nature, and who would have technical knowledge. A county court judge might have legal experience; but these little differences in railway matters are matters more for common sense in many cases than legal matters. Also I think that it is necessary that the official should be independent of every influence, and should be specially for that purpose.

An expert investigator preferred to a County Court Judge.

30805. You idea being that the bulk of the cases would not involve legal questions at all, but simply questions of dispute between the trading public and the railways?—Yes; that was my idea.

Examined by Mr. Sexton.

30806. Before putting any question to you, Colonel Sharman Crawford, may I say, as an Irishman, that I think any Commission of this kind ought to be glad to consult on questions of this character one who bears a name so honoured in the annals of Irish reform. Now, as to the matter of litigation, have you any doubt that companies, having for the purposes of litigation unlimited command of funds, can always keep individual complainants out of any court by dictating a high scale of expenses?—By the companies dictating?

The procedure of the Railway and Canal Commission to blame for the expense of litigation.

30807. Yes; in the scale of legal expenses?—My experience, and from what I have heard, is not so much the companies dictating, but the procedure of the court that has made the expenses so heavy for the individual. I don't say that it is the railway companies that did it. Any corporation having funds at its disposal is better able to fight, and can spend more money than the individual. But I think it is wrong procedure which is the basis of the whole thing.

30808. My suggestion is, that no matter what the court may be, if you bring a company into any court to bring legal compulsion to bear upon its interests, and if you are an individual trader with only your private income, the contest is extremely unequal between the company and the individual?—I think that applies, not only to railways, but to all kinds of business. The individual always suffers at the hands of the corporation.

This expense deters traders from seeking redress from the railway companies.

30809. No doubt. But the railway companies apply themselves with special energy and with little regard for costs to cases in which the principles of their method of earning an income are questioned?—I think they use every means at their disposal. I would not condemn them for it. I think they are probably right to do so.

30810. I am not questioning their right. I am only suggesting that individual traders will rather suffer grievances than enter into litigation in which the costs may be ruinous?—Exactly so; certainly.

30811. You are, as a general rule, opposed to subsidies?—In most things I am, as not tending to bring the best out of whatever object the subsidy is given to. If they think it is a permanent subsidy, they don't make their best effort. I think it tends in that way to make them lazy in the work of carrying out their object.

30811A. Any subsidy given in this case would have to be paid out of the balance of Irish revenue, after paying existing charges?—Yes; I suppose so.

30812. Do you not think that if we were to start this movement for relief of the public by intimating that a charge on the public purse would be indispensable, we should greatly injure the prospect of success?—Would you repeat that?

30813. If we were to start this movement for relief of the public?—By the subsidy question?

30814. For reduction of rates and fares by intimating that a charge upon the public purse would be indispensable, considering the many other urgent claims upon the Irish revenue, should we not injure our prospect of success?—You mean of getting the money?

30815. Our prospect of getting anything done; if we said we must have money from the public purse to do it. Should you not think there would be a better prospect of success if you tried to do it without making a claim upon the public purse?—Oh, I think so; the Treasury would stop you.

30816. And the other claimants?—Yes, and the other claimants.

30817. But suppose you got subsidies, do you think, considering the complication and intricacy of the railway system, that you could really test whether value was properly given?—Test the value?

30818. Yes. Whether value was really given by the companies in reductions?—Well, I would hardly like to say; I could not say.

30819. It would be very difficult?—Very difficult.

30820. The railway companies are corporations with exceedingly skilful and energetic agents, and public departments, especially British public departments, in Irish matters of this kind, are apt to be a little drowsy. Are they not?—Yes, slow.

30821. That, perhaps, is a more appropriate phrase. Well, in that case, a slow department investigating into the affairs of such able corporations would scarcely be likely to satisfy the public that value was really given?—No; I suppose it would hardly.

30822. Well, there is another objection, and I am putting these objections to you as likely to be made, and, therefore, proper to be considered in advance—if you give subsidies the subsidies will be given in respect of the traffic which is most in need of development. Would it be a good thing to deaden the interest of the railway companies in that very traffic by paying them subsidies in respect of it? You see, if the railway company is paid a subsidy in respect of a particular traffic, then if the traffic should develop, though not as much as would cover the subsidy, the subsidy may be withdrawn, and the company may be at a loss; and would not the company prefer to keep the subsidy—a subsidy is so easily collected—rather than laboriously endeavour to develop traffic?—I suppose they would try to get their money as easily as possible, just as we all know that when they get a baronial guarantee, it never goes down; it always remains at the same rate; it is always there.

30823. The final effect would be rather to injure the development of traffic so far as the railways are concerned. You have described yourself as an amateur?—Yes.

30824. I may assume you are not directly concerned in trade?—Well, I have a good many mercantile pursuits as well.

30825. You are happily not in the position of those who have come here to give evidence, and whose income depends upon the purchase and sale of commodities carried by the railways?—No

30826. Would you say that their evidence upon questions bearing on the effect of railway rates on trade is of the highest value?—Yes. Of course it is prejudiced in their interests. They look only at it from their own point of view and their particular business.

30827. Of course, it may be coloured by their own personal interest. But you would admit that it is of the highest value in point of positive information?—Of course, yes.

30828. You have said that the failure of the railways to reduce their rates is due to want of trade?—Yes; I think it is recognised, I suppose, everywhere that the more you can carry the cheaper the rate you can carry at. If the business prosperity of this country were, by some miracle, doubled I think the question of rates would be settled. The rates would fall in proportion to the increase of the prosperity of the country.

30829. Obviously. The less the trade the less the income, and the less the income the less is it practicable to reduce rates?—Yes.

30830. I infer from what you say that you attribute the want of trade to the depopulation of the country?—Want of population and want of prosperity.

30831. What is the cause of the depopulation?—Want of prosperity.

30832. Want of work?—Well, I think, want of manufactures, and want of protection in their industries.

30833. To put it in the simplest form—want of remunerative work for the people of the country?—Yes; I suppose so.

30834. You observe, of course, the immense development in recent years of the import of food stuffs to Great Britain from abroad?—Yes.

30835. And Great Britain is, of course, the principal market of Ireland for the sale of food supplies. The development of the trade in food supplies from abroad to Great Britain has, of course, had the effect of restricting the export of food supplies from Ireland?—Yes.

30836. Now, when you find that the food supplies from abroad are carried into England upon a low scale of through rates, and when you find that the export trade from Ireland to Great Britain is conducted upon a higher scale of export rates, is it not plain that that system has had the effect of restricting, and does restrict and hamper, the staple industry of Ireland—the production of food?—Oh, certainly; it affects every industry. If that does exist, that is one of those things which ought certainly be remedied.

30837. You have spoken also of the want of manufactures. Are they not stagnant. Have they at all developed, except in one small part of Ireland. Is not Ireland, as a whole, a country destitute of manufactures?—Unfortunately, in other parts of the country than where I live.

30838. When you find that we import every year about sixty millions sterling in value, and that that vast import is carried into our country, and placed on sale in every town, upon a low system of through rates, and when you find that the Irish manufacturer who has to send his goods from place to place in Ireland is burdened by a high system of inland rates, does not that, in a great measure, account, to your mind, for the state of our manufactures?—Yes. I hold rather strong views on the tariff question, and I think the question of protection and free trade enters into this.

30839. If we ignore any question of protection, and consider the general effect of those two facts—low rates into Ireland, sweeping imported goods into the country, and high inland rates hampering the distribution of native-made goods—must not the effect be to hinder the endeavour to develop Irish manufactures?—It does, of course, hinder it. Of course the railways, I suppose, look at it from a point of view different to that from which we look at it.

30840. Exactly. It is not contended that a strictly commercial system of railways, looking to private and ignoring public benefit, is not suitable for an undeveloped country like Ireland, and that the system of railways which you find prevailing throughout the world (except in two rich countries)—a system owned by the public and worked by the public, would better suit this country?—I don't think so.

30841. At any rate, it would not develop the defects which I have pointed out to you?—But I think that these defects—and I agree with you that they are defects—could be removed in another way, by legislation on the subject.

30842. In what other way?—By giving this authority, this new Board that is talked of, or whatever department or court of arbitration between the railways and the traders is formed—by giving it power to do something of that kind.

30843. But you know that the railways at present have only a surplus of about half a million profit to pay interest on some fourteen millions of Ordinary Stock, and if you reduce their rates and fares by compulsion you cut down their dividends and cut away the value of their stocks?—Yes.

30844. Would you be in favour of doing that?—No.

30845. What other way?—You have to come back upon the subsidy.

30846. On the subsidy. But I think you have admitted that subsidies would be objected to by the public, would diminish the prospect of success of any reform, and would deaden the interests of the railway companies themselves in the development of traffic. Well, I put it to you that the two chief aspects of the railway system in this country are high export rates from Ireland contrasted with low rates from the Continent, into England, and the low import rates into Ireland hampering the Irish manufacturer in the effort to distribute his goods in his own country. And now I would ask you, if depopulation has caused want of trade, and if want of trade makes it impossible to reduce the rates, are not the railways really suffering from the consequences of their own policy?—I don't think it is the railway companies' policy. I think the railway companies would be very glad to be able to lower their rates, if the unfortunate state of the country permitted it. It is not the fault of the railway companies.

30847. But the railway companies charge lower rates upon produce from the Continent, and impose higher rates upon produce out of Ireland; the railway companies give lower rates upon imported manufactures into Ireland, and levy higher rates within the country on the Irish manufacturer, and I submit to you—and I think you have agreed—that these two features of railway administration have had the effect, first, of limiting the output of agricultural produce from Ireland into Great Britain, and, in the second place, preventing the Irish manufacturer from competing with the importer?—It has certainly. In all businesses they will carry large quantities of goods at a cheaper rate than small quantities. Where there are large quantities coming in and going out they will give a preferential tariff to the larger quantities as against the smaller.

30848. That is one incident of their commercial policy, and that is exactly one of the incidents which hits fatally the country that has weak and struggling industries and small consignments?—Yes.

30849. You have said that it would be conducive to the proper development of the country that rates and fares in general should be put on a lower basis, and I suppose you would add especially those which affect particularly the interests of the country?—Which affect a particular district.

30850. Would you rather then, allow things to go on as they are going, giving foreign food producers the advantage—giving manufacturers of imported goods the means of keeping our manufactures down, and so allowing emigration from Ireland to continue. Would you, on general principles, be in favour of any plan which would give an assurance of such a reduction of rates and fares as would conduce to the proper development of the resources of the country?—Well, of course it would be very hard for me to say what the effect on the railway companies would be. But, personally, I think that the same effect could be produced by another Act, which we are not here to discuss to-day.

30851. If your mind was assured of these effects resulting from the adoption of any system, would you not think that a powerful argument in favour of it?—I think the railway companies ought not be made to bear the loss.

30852. No, certainly not. But, if without inflicting any loss, you saw a prospect of such a reduction of rates and fares as would conduce to the proper development of the resources of the country, do you think that would be a powerful argument in favour of the adoption of that system?—It would have to be done by some power that would not affect the railways. You must not rob the railways nor individuals. I don't think you ought to compel the railways to carry on at a rate that would not be remunerative if it could be done by any other way that is possible.

30853. But suppose every interest of those whose capital is invested was fully and fairly considered?—Certainly it would make a difference, anything that

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Proposed creation of an authority that could compel reductions in railway rates and the granting of subsidies where necessary.

The railway companies not blamed for the excessive rates charged.

Preferential rates for large quantities as against smaller consistent with the commercial policy of the railways.

The necessity for safeguarding vested interests in any scheme of railway reform urged.

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would bring low rates. If there was the happy millennium, and that you could carry the goods for nothing, that would be a very good thing.

Examined by Mr. ACWORTH.

No complaint as regards the County Down Railway.

30854. I gather from your evidence that, so far as the County Down Railway is concerned, there is not much to complain of?—No.

30855. The result is not perfect in the County of Down, but you don't grumble much?—No.

30856. Are you inclined to extend that view to the railways generally, or do you mean to confine it to that particular company?—Well, my own observation is that all the three railways running out of Belfast are in a prosperous and satisfactory condition as far as railways go.

Interference with the present system of private ownership of railways objected to.

30857. You don't wish to be carried beyond your depth, but, as far as your knowledge and experience goes, things are as well as can be expected—is that what it comes to?—I would say they are as well managed as any railway in Great Britain.

30858. You say you are not in favour of the amalgamation of the Irish railway companies into one company, or into two or three systems?—No, I am not.

30859. I take it that you are not opposed to the absorption by the larger of the little, trifling lines?—Yes. I don't see of what advantage it would be to interfere with the railways that are going on fairly satisfactorily and paying fair dividends, but I think it would be an advantage if the weak railways that are not paying were amalgamated with the stronger lines.

The absorption of the smaller lines by the greater recommended.

30860. Are you prepared to offer any evidence as to how that should be done?—No.

30861. Your view is that you would leave five or six or more good-sized railways as they are?—I would not like to mention any number of railways.

30862. The three railways that you have mentioned are the Great Northern, the Great Southern and the Midland?—Yes; that is my idea.

30863. And, as to State purchase, you are opposed to it?—Yes.

Three railway systems in Ireland suggested.

30864. I won't ask you to enlarge on that?—I am not a bigot on the subject, but I speak from my own knowledge of business affairs. There are three ways of managing a business, and, from my own experience, I look on a private company as being the most economical and probably the best. When it merges into a public company you generally find that it is more expensive and that the dividends are not so big as when the business is in the hands of a private company; and there is still more extravagance when it merges into the hands of a corporation.

30865. You mean that the thing is better in private hands?—A private limited company.

30866. A private company is, you say, more economical than a public company with outside shares?—Shares quoted on the Stock Exchange? A public company is not so economically managed as the other, and there is less responsibility to anybody; and a corporation is the most extravagant.

30867. Is that your view as a general proposition applying to any country?—Yes.

The conditions in Ireland different from those in Continental countries where State-ownership of railways prevails.

30868. Would you think that Ireland would be exempt from that difficulty?—I should not say that. Ireland, from its geographical position and from the unfortunate state in which it is at present, from its want of population and manufactures, differs so much from other countries which have State-managed railways, such as Germany and France. Everyone who has travelled there knows that the German railways are largely held by the Government—and must be held—for strategetical purposes. In France it is the same. Ireland has nothing but its own traffic; it has no through traffic; and there is the want of population. I have seen Ireland compared to Belgium, but I don't think there is any comparison between the two countries. I was at Ostend the other day, and I would say that Belgium is the Clapham Junction of Europe, where you see train starting after train, and trains going to St. Petersburg, Constantinople, Vienna and other places, and goods all carried through—a teeming population and large business. If Ireland were in that position all her difficulties would be ended.

30869. That will be so when you get a through connection to Canada?

30869A. *Lord Pirrie.*—To Blacksod Bay.

30870. *Mr. Acworth (to witness).*—That leads me to ask you another question. We all know that the population of Ireland has steadily gone back for the last sixty years. We have had a good many witnesses here who seemed to think that things have touched bottom, and that Ireland was going to develop considerably. What is your view? We have heard of manufactures being started and going to be started with considerable hopes of success. Have you any general view on the subject?—Well, of course, I don't like to go into the question of politics: but I think the question of politics and the present state of uncertainty in every business is in fact driving capital out of the country. I believe that Ireland under other circumstances would improve. It is improving in the agricultural part of it. I am a good deal engaged in agriculture myself. I am a large farmer myself.

30871. In the County of Down?—In the County of Down—yes. I farm about 2,000 acres.

30872. In your own hands?—Yes; and as Chairman of the Royal Ulster Association I have seen a very great improvement, not only in the breed of animals, but in the prosperity of the farmers. They are making more money than what they have done on account of what the Department has done. A miller in the County of Down, a tenant of my own, living near me, told me that he has had large orders to send out oatmeal to America.

30873. Ireland used to export oatmeal?—It did.

30874. And then it took to importing it?—Because it didn't pay.

30875. And now it has taken to exporting it again?—Last week that miller told me that he had got orders to send oatmeal to America.

30876. Then, may I take it to be your view that Ireland is looking up?—If it was allowed to.

30877. Are you inclined to prophesy that it will be allowed?—I cannot say.

30878. *Chairman.*—You have stated that as far as agriculture is concerned there is a decided improvement?—A decided improvement.

30879. *Mr. Acworth.*—Do you think there is a tendency to pull together in that direction?—In what way?

30880. In the direction of developing the resources of the country?—As to agriculture—certainly.

30881. You would not put it beyond that?—I say because of the uncertainty—if we could see what the future was going to be. I know that capital is hindered from being invested.

30882. You have spoken of capital?—I am Chairman of the Board of Superintendence of the Belfast Bank. There is also a Board of Directors; and the Board of Superintendence is a sort of a watchdog over them. I am its chairman, and I know that there is still money in the country. At the annual meeting the other day the balance sheet showed that deposits had increased by half a million in the year, and that during the previous ten years they had only increased by a million. What I mean by uncertainty is, that the money is in the country and ready to be used, but that people are frightened.

30883. The deposits have increased by half a million on what—what is the total?—About two and a half millions.

30884. Has your attention been directed to figures which show that during the last two years Ireland has imported more than she exported and is therefore a creditor country?—Yes.

30885. That means that Ireland has money for investment which it sends out of the country?—Yes.

30886. Do you think, that granting your postulate of a more settled state of things, there is an opening for investing that money satisfactorily in this country?—Certainly.

30887. You think there is an opening?—There would be an opening.

30888. Not only as regards agriculture but manufactures?—Yes.

30889. You used the phrase "want of protection." We must not talk of tariff reform, but I want to ask you this: when you used that phrase were you meaning protection for the United Kingdom against foreign countries, or protection and assistance for Irish industries, which are in competition with English?—No; I should like to see protection being equally given to England and Ireland.

30889A. *Chairman.*—I think we had better drop this.

Witness.—I don't mean to foster either country at the expense of the other.

30890. *Mr. Acworth.*—You know, I daresay, that at present, by Act of Parliament, a railway is forbidden to give a preference in its rates, whether it be to foreign produce over that of the United Kingdom, or to that of the United Kingdom over foreign?—Yes.

30891. You know that?—I have heard so.

30892. You don't approve of it?—No.

30892. You think that railways ought to give a preference to United Kingdom produce?—I think so.

30894. At present it is illegal, and therefore the railway companies can't be blamed for not doing what the law says they shan't do. One other question I want to ask, and that is with reference to the Railway Commission question. Is is quite clear that if you have a question of a rate before the Commission it affects your one particular rate?—Yes.

30895. On the other hand, with the railway company it is a procedure that may affect a thousand rates of £5 each?—Yes.

30896. Then, the railway company has a much greater interest in the matter than you have?—Yes.

30897. And will be all the more inclined to spend money about it?—Yes.

30898. In the long run it will be a case of big battalions in the matter of money. Do you see any way out of it?—It doesn't apply to railway companies alone, but to all trading bodies, where there is the question of big battalions. Where a corporation are spending other people's money they are not so careful of it as they would be of their own.

30899. You don't see any way out of it?—No.

30900. Supposing that the Government were a big shareholder, what would you say to that? I daresay you know that in some countries the Government is a large shareholder?—Yes.

30901. Would you object to the Government being a shareholder?—No; but I would object to the Government being prepared to take a lower rate of dividend than I would expect to get myself if the Government were not in it.

30902. Clearly, if the Government and you were alongside you would not be satisfied; but if the Government were to be the deferred shareholder, and were to put your ordinary shares in the front, and were willing to take a lower rate of dividend, would you see any objection to that?—Certainly not, if you put it that way.

30903. It would avoid your difficulty as to direct Government management, for it would still leave the company in existence?—Yes.

30904. You would not object to it?—I don't see any objection at the present moment.

30905. You say that the establishment of a motor service would be of use?—I certainly think it would be of use; but we know that motors, up to this, have not been satisfactory. I think that if motor service had been found to be satisfactory private enterprise would have started some; but we have not had a single instance of private enterprise. I gave you instances of two motor services, one of which is just paying its way, and the other has failed.

30906. They belong to the County Down Railway?—Yes.

30907. *Lord Pirrie.*—Was not the service at Portaferry a traction engine one?—I believe they had both a traction engine and a motor service. They tried both on the Portaferry route. I think a motor service would be of great benefit to the country everywhere; but where you have to pay the individual who runs it, that is another question. I would like to see motor service extended; but I should be very sorry myself to start a company to run it, except as a philanthropist.

30908. You included both goods and passengers?—There were no passengers.

30909. The ones you referred to were for goods?—They were both for goods.

30910. You would have passengers if it could be made to pay?—Yes, but it is a problematical thing. In London I see that they are doing away with motor omnibuses; and if they cannot be made to pay in London they would hardly pay on a country road.

30911. You could hardly hope to get the fares quite as low as they are in London. We had evidence of one case in which a motor service was started by a railway company, but the people would not support it because it was taking the bread out of the mouths of the existing carriers?—Yes, there was

Unsuccessful experiment by the County Down Railway Company as to low rates for produce in small quantities.

30912. And they had to give it up—the stuff was there, but the people would not send it?—No.

30913. Do you think there would be serious results in that way?—Yes, I think that might happen. There is another point also which enters into it. I quote the County Down Railway again. Some years ago they started a specially low rate for small parcels of eggs and butter, and manufactured boxes to send the things to market at very low rates, and it was a failure. I talked to several people about it, and the curious part of it was, that in Ireland the fair day is a very important day, and a great many people preferred to have an opportunity of going to the fair, and of taking their butter up in their own baskets to Belfast.

30914. Talking of agricultural development, having regard to the very large disparity between the traffic of Ireland and the traffic of Great Britain, do you think it a desirable thing to encourage traffic in small parcels, or would you concentrate the traffic and make it a wholesale business, done in a wholesale manner?—Do you mean by co-operation?

Co-operation amongst traders and agriculturists as to transit of larger consignments suggested.

30915. I don't care how it is done. We have had evidence of parcel post facilities, and of facilities for 28 lbs. of butter from Limerick to local consumers in Cambridge, or something of that kind; do you consider that it would be desirable to encourage that sort of thing, or should all the support be given to wholesale business and large commercial sales?—Well, I myself would be a good deal in favour of co-operation. The small people might be helped in the way you suggest, but the consignments of large senders can be handled in bulk.

30916. Having small producers, and supposing the existence of a public organisation to help them, would you help them to dispose of their goods to the consumers in small quantities, or by co-operation to do the thing wholesale?—Personally, I should be in favour of co-operation.

Ireland's imports much larger than her exports.

30917. *Mr. Sexton.*—Ireland imports much more than she exports, and has to pay, therefore, in respect of her external trade, much more than she receives from it—does not that make her a debtor country, and the others the creditor countries?—I think myself that debtor is the more correct word.

Mr. Acworth.—England imports very much more than she exports, and we call her a large creditor country.

Mr. Sexton.—If you have to pay to other countries more than they owe to you, does not that make you a debtor to those countries?

Mr. Acworth.—Yes. But I am calling attention to the fact that Ireland does in a small way what the United Kingdom does in a large way—namely, only exports a less value of commodities in payment for a greater value of commodities which she receives in imports.

Mr. Sexton.—We have to pay more to other countries than we receive from them, and that makes us their debtor.

Witness.—Yes, certainly.

Examined by Colonel Hutcheson Poë.

The traffic of Irish railways consists principally of small consignments.

30918. Isn't the whole question of determining what would be fair rates for this country dependent on the volume of consignments, so to speak?—Yes

30919. And on the conditions under which the traffic of the country is carried on?—Yes.

30920. And your experience of this country and of England is, that instead of being wholesale the traffic is very largely retail? Yes.

30921. That in spite of the facilities that are offered by English and Irish railway companies if only agricultural and other traders are prepared to assist one another by sending their traffic in large consignments, the experience of the English railway companies is, that in ninety cases out of a hundred they cannot get the traders to take advantage of those low rates?—Yes.

An alteration in the conditions of Irish trade as well as lower railway rates required.

30922. We are all agreed that low rates, especially for agricultural products, would be of the greatest benefit to this country; would any reduction of rates, in your opinion, lead to a development of traffic on the railways, and consequently to a lessening of the working expenses of the railways, unless the present conditions under which the trade of the country is carried on were very much altered?—I don't think it would.

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30923. In instituting any comparison between the high import rates that you allege are charged with regard to the carriage of food products from Ireland into England as against the low rates on foreign products coming into England, isn't it necessary to study the conditions under which the two traffics are carried on?—They must be reasonable.

Increase in the weight of consignments a necessary condition to a reduction in rates.

30924. In the one case the foreign produce is sent in very large quantities, and at stated intervals, and that enables the railwy companies to give specially low rates. Those rates have been offered and could be given—and it would be for the advantage of the railway companies to give them—if the traffic was sent from this country under similar conditions?—If they had a guarantee as to quantity.

30925. The cost of working to the railway company is largely in proportion to the amount of dead weight carried; and if you run your carriages and wagons half full it naturally follows that the proportion of dead weight is very great?—Yes.

Proposed new railway from Newtownards to Portaferry.

30926. I gather that your experience of motor service—at any rate in the North of Ireland—is not so encouraging as to favour any further extension of light railways in that part of the country?—No; I think the responsibility of making them a financial success would hinder them. But it would be a great advantage to the country. That particular district that I speak of—seventeen miles from Newtownards to Portaferry—is not supplied by a railway of any kind.

30927. It is fairly prosperous?—It is one of the best parts of the land. Agriculture is very good there.

30928. If in a populous and prosperous district such as that, motor service, especially motor service for goods, has been unremunerative, it would not hold out a tempting prospect for the extension of light railways there?—Certainly not, financially.

30929. We have had a good deal of evidence as to want of facilities in North Tyrone; is there need of further railway extension in that direction?—As far as I am concerned, it is the County of Down.

30930. But in the County of Tyrone?—As to the County of Tyrone, I don't answer. The County of Down, I think, is fairly well served.

Suggested adoption of the recommendation of the Allport Commission as to a substitute for the existing Railway and Canal Commission.

30931. As to the Railway and Canal Commission, and the expense of attending it, I daresay you know that that subject has been inquired into by different Commissions, and, amongst others, by the Allport Commission, which reported twenty years ago, and their recommendation was that there should be three or four business men, representatives as far as possible, of different parts of the country, and with them should be associated one Government representative; that that Commission should be a lay Commission, but empowered to call in legal assistance if they required it; and that they should deal with all the complaints that now come before the Railway and Canal Commission. They should be given mandatory powers if their decisions were not obeyed. Would you be in favour of some such body as that?—Would the two parties have to go from Ireland to England?

30932. No; the idea was that there should be four of the best business men in Ireland, each representative of a district as far as possible, not paid very high salaries; that they should go about the country; and that they should call in legal assistance and advice on such points as they were not competent to decide—in other words, that counsel should be called in if necessary; would you be in favour of such a body as that?—Yes; I think it would be of great use.

Constitution of the proposed new body.

30932. I gather that though you are opposed to nationalisation and State purchase, you would not be altogether so reluctant to have amalgamation if it could be carried out on satisfactory terms—is that your view?—Well, it is not so much a question of terms. It would be a great advantage to the country if the weak lines could be amalgamated with the strong ones, but I am afraid the former would not be so well served.

The recommendation of the Allport Commission as to amalgamation of the Irish lines under one company.

30934. The Allport Commission recommended that there should be amalgamation of the lines in th hands of one large railway company. We need not go into the composition of that company; but the management should be as at present, private management, accompanied by some style of Government control, which would regulate the rates and charges; and in return for that the Government would give a subsidy, or guarantee for a certain period to recoup the shareholders of the unified system against any possible loss from the reduction of rates and fares. That would be a retention of the commercial element, which I think, you favour on business principles?—Yes.

30935. But subject to control and supervision as regards the giving by the companies of reductions on their rates and charges?—And being subsidised.

30936. You can put it in two ways. You don't like the term "subsidy." In 1896—ten years ago—Mr. Childers, a man of great ability, thought that, quite apart from any claims that we had on England for the restitution of public money, a grant of money might be expended in the consolidation of the existing railways, and in paying off the charges that are at present bearing interest at 3½, 4, and 4½ per cent., at a lower rate of interest, and that that economy could go towards making reductions in rates and fares?—That, again, would require special legislation. I would say "yes" if you did not limit it to Ireland. I don't see why Ireland should be treated differently from England.

30936A. *Mr. Sexton.*—Because Ireland has been overtaxed.

Witness.—Not the individuals. You open the question of taxation again; I rather dispute that. I would like to say that as an individual I found myself much higher taxed in England than when I lived in Ireland.

30937. I don't want to follow that up; but you can hardly compare the conditions under which we live in this country with those in England and Scotland?—But the system that is good for the English and Scotch railways would be good for those of Ireland.

30938. Even the good lines in this country have not enough of traffic. You say that you don't see any prospect in the immediate future—though it may come in twenty or thirty years—of any great agricultural development; reductions could not lead in one year to any great development; therefore, whatever system takes hold of the railways there must be some loss incurred by someone?—Yes.

30939. For some time; and to meet that loss wouldn't you think it desirable—I gather that you do think it desirable that the charges should be reduced; and to meet that loss which might be incurred would you see any great objection to the State giving us a grant—I don't call it a subsidy—to be expended in the direction you mention?—To my mind it is the only method by which it could be done.

30940. Now, one other question. Do you consider that the introduction of the Midland Company of England into the North of Ireland has been for the benefit of that district?—Well, I don't know much about the traffic. The only thing I know about it is, that it has increased immensely what I call the holiday people. The tourist traffic has increased immensely by the Midland Company running particular excursions to Ireland. I know personally that it has been of great benefit in that way, and the means of bringing money into the country; and I have heard of no grievances.

30941. We have had a good deal of evidence on the subject—some for and some against the coming of the English companies?—I only know that it has brought a lot of money into the country.

30942. Is your view that it has conduced to the prosperity of the country?—Yes.

Examined by Lord Pirrie.

30943. We are glad that you have had that half-million of deposits in the bank that you keep such a close watch over; but would you not think that those increased deposits have arisen from the profits of the manufacturers in Belfast who deal with the bank, and that it shows that they have no feeling of want of faith in the future or uncertainty—has the linen and flax trade ever been in so prosperous a condition as it is at present?—I believe it is; but I don't think those deposits came so much from the big people. The deposits have increased over the whole system. I think a large proportion of the deposits comes from the agricultural people.

30944. Then it is their profits that they deposit?—And which they would have invested if they had had more confidence in the present state of affairs. The deposits would not have been there if they had had another outlet for them.

30945. Then you don't admit that it has been the increased profits that have given you the deposits, for you find the same thing in every bank in the United Kingdom—whether in Lancashire or Belfast—and I was extremely gratified to hear that you received half a million of money in deposits in excess of the previous year; surely you must admit that it was owing to the profits of business?—Yes; but I think the people have been making money in the North of Ireland, not only this year, I am glad to say, but last year. The deposits would have increased in a certain proportion, but they have increased in an undue proportion; and, under ordinary circumstances, I don't think the money would have been there, for the Northern people would have looked for higher interest.

30946. Have you in the past year had greater expenditure in the linen industry than in former years?—I admit there has been.

30947. And an increase during the past year in all industrial work in the North of Ireland?—Yes.

30948. And during this increase, which has been larger than any during the last eight or ten years, your deposits increased by half a million?—Yes.

30949. Certainly that is most satisfactory?—Yes.

30950. And, instead of any feeling of uncertainty, doesn't it show great faith in the future—no matter what the industry was—that they have increased their deposits during that year by £500,000?—What I am trying to get out is this. The deposits do not come from the big people. The big linen manufacturer who makes money builds a new mill—or he is, perhaps, putting his money into his mill. Harland and Wolff would put their money into their business. It is not the big people like them, but the small people that made the deposits.

30951. As Chairman of the Board of Superintendence of that important bank and as the watchdog of the directors, did you ever know of a large concern wasting their money in deposits when they could invest it in other securities in their own city or elsewhere, and sell them out when they wanted to do so?—That is the whole of my argument.

30952. Your argument is that the half-million came from the small customers?—Yes.

30953. They have not in many cases the advantage of knowing how to invest their money for six months or two years, and they naturally put it on deposit, and you take it as cheaply as you can?—Yes.

30954. But if the large manufacturers, who made considerably more, had put their money into your bank on deposit the amount would have been over a million, but they either invest outside or put their money into their business—isn't that the rule?—Oh, certainly I think they are quite right. It is not the big people. My contention is that the deposits have increased abnormally, and that we would not have had that increase but for the uncertainty.

30955. Then we agree; and it is very satisfactory for Belfast and for Ireland that you have been so prosperous, and that, in addition, the large concerns have been increasing their works considerably. Now you have stated that there were a great many businesses that were ready to increase but for a foreign enemy—that they would have increased if there had been a feeling of security?—I am coming to a subject that you and I don't agree on—the tariff question comes in.

30956. No, I am keeping free from that; I want to clear your evidence. You have given evidence, from your knowledge as chairman of the body you have mentioned, that is most useful to us; and you say that it is not want of railway facilities—that's gratifying—but uncertainty and a feeling of insecurity that prevents investment of money. Are you not entitled to tell us more, or withdraw that part of your evidence?—I did not wish to make a detailed statement; but I know there are cases—and in my own case, in the business that I am connected with, there is a feeling of, I won't say insecurity, but of uncertainty from a business point of view.

30957. You agree that these industries, of which we have been speaking, have increased largely in the past year, and we have more money in our banks, and, therefore, we must be in a more secure position?—Yes.

30958. I take it your evidence is really evidence on behalf of the County Council; or is it merely prepared at the request of the County Council?—I was selected with another delegate. I want to say I represent the County Council. I have not consulted any other member on the line of evidence, except that I believe the views I give coincide with those of the majority.

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Views of the witness believed to coincide with those of County Council.

30959. Yes; but they are your own views?—Yes.

30960. You state you would like to see cheaper fares, but you don't see how it is to be done. You are largely interested in Belfast. I suppose you are aware that we have evidence from many people coming from other County Councils, saying that the difference between second and third class fares is a very serious matter in Ireland. Compared with England, there is a difference in second class fares over third, with the exception of one railway company, of sixty or eighty per cent. Are you in favour of a reduction in the difference between second and third fares, say, to twenty or thirty per cent.? Do you think the reduction would have a good result?—I think the question of rates, or things of that kind, are questions of managment. I think the present fares are unsatisfactory; but I think the matter could be well left to the delegates to this new body, or be made a question of arbitration.

Suggested reduction in the cost of second class travelling.

30961. Are you aware that the Belfast and County Down second class fares, for example, are something like sixty-eight per cent. over the third class fares, whereas, on the Northern Counties they are only from thirty to forty per cent. in the case of second class fares over third?—That has been stated.

30962. Would not it be a good thing for the County Down to get the fares reduced to the same figure that they are in the County Antrim?—Of course.

30963. Then you would be in favour of that?—Yes; I am in favour of that; but I think it would be a matter of arbitration.

30964. But your County Council have not taken any steps to get cheaper fares for the farmers in the County Down, such as they have in the County Antrim?—The County Council have not taken any action.

The Portaferry and Newtownards motor service.

30965. Now, you spoke about the motor service being unsatisfactory from Portaferry to Newtownards?—Yes.

30966. Are you aware that on the other side of Lough Neagh the motor service was started four or five years ago, and that it was only stopped in the last few months between Moneymore and Coagh, on account of the County Council refusing, or not being able to repair the road. Did the same thing take place in the County Down?—The road is a very good one, and I don't believe the County Down railway ever approached us to put the road in a better state of repair.

The cessation of motor services in some cases due to the condition of the public roads and the refusal of the County Councils to maintain.

30967. That is what I mean. The service was not taken off for the same reason?—No.

30968. You said very distinctly, I think, that a great many industries were injured for want of protection. I don't want to go into this, because the Chairman would not like me to do so, and I only want to ask you just this—If we had to pay more for the coal and iron we use in the production of our ships, and if the flax manufacturers had to pay more for their flax, would our industries be increased or decreased? You don't mean it, I suppose, in the sense that you want the employers—the manufacturers in Belfast or County Down—to pay more for what they purchase or bring into Ireland?—Oh, no; I put Ireland upon the same footing as England.

Proposed low import rates for raw materials recommended.

30969. You don't want them to pay more?—No; I don't want any protection for Ireland that England has not got.

30970. You don't want the manufacturers of Ireland to pay more for what they bring in to produce the manufactured article?—No.

Re-examined by the CHAIRMAN.

30971. You said, in your judgment—to use your own words—that the railways were State-owned upon the Continent principally for strategic reasons?—I stated that that entered largely into the reasons in Germany and in France, for instance.

30972. Of course we understand that—for military purposes, for instance?—Yes.

30973. Would you agree that, except for strategic purposes, it is better for the railways to be privately owned?—Yes, if properly managed. Take, for instance, France. Supposing the Government was financially pressed from other sources, the first thing

Private ownership alleged to be preferable to State ownership of railways.

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the ministry would do would be to starve the railways, if they were pressed for ships or guns, or things like that.

30974. Have you read the evidence given before the Commission?—I have read some of it.

30975. Did you read the evidence of the Premier of New Zealand?—No.

30976. You know that New Zealand is a country with similar agricultural conditions to this country?—Yes.

The prosperity of New Zealand under a system of State railways.

30977. Do you know that the whole of the railways there are owned by the State?—Yes.

30978. Do you know Sir Joseph Ward told us that it was to the railways that the prosperity of New Zealand was indebted?—Yes.

30979. Did I mention that the population of New Zealan is one million?—Yes, that is the population.

30980. And it is four and a half millions in this country?—Yes.

The conditions in New Zealand not identical with those in Ireland.

30981. Have you any reason to believe that a similar condition would not be produced in this country as in New Zealand if the railways were State-owned?—I think there is a little difference between the two countries, and it is this. If Ireland had been a newly-discovered country, with no railways, then I think the State would be the persons to step in with the money and push forward the question of the establishment and control of the railways, and that they would be entitled to retain the control. But the railway companies being in existence makes a very different question. Private enterprise could not have done in Australia or New Zealand what they have done here. That is the difference I see.

30982. Of course no one would suggest that, whatever argument was made, that any injustice should be done to the existing railways?—No, of course.

30983. Now, with regard to the light railways in Ireland; these small railways don't pay—you agree they should be taken over by the larger companies?—I believe it would be to the general advantage.

30984. To the advantage of what?—Well, to the advantage of the working of the light railways. I don't know whether it would bring in any additional moneys to the railway companies.

30985. You would pass a law compelling the larger companies to take over these light railways?—I would not go so far as that.

30986. Then how do you mean it should be done?—Well, I mean if it could be done. I was not looking at it from the railway point of view, but I think it would be advantageous to the railway companies, and to the shareholders, if the big companies took them over. The big companies might lose a little, but they would not feel it like the small ones, and they would run the lines for the better service of the country.

30987. Whether these railways be poor or not, they are a great benefit to the districts?—Oh, certainly.

30988. And other districts in Ireland would be equally benefited by the construction of other light railways?—Certainly.

30989. And that private enterprise cannot do it?—Yes.

30990. *Mr. Acworth.*—We were just talking about the figures of imports and exports given by the Board of Agriculture returns. I have these figures now. The imports for 1904 were £53,299,930, and the exports £49,212,181, showing a balance of imports over exports of over four millions. In 1905 the imports were £55,000,000, and the exports £51,331,260, showing a balance of three and three-quarter millions.

Mr. E. H. Bennis, examined by the Chairman.

Mr. E. H. Bennis (Messrs. Bennis & Sons), Limerick.

30991. You are a member of the firm of Bennis and Sons, of Limerick?—Yes.

30992. In what particular industry is your firm engaged?—Principally in sending butter and poultry and bacon to England, and direct to consumers—that is retail.

Complaint as to excessive charges for small parcels by passenger trains.

30993. Is your traffic principally sent by passenger train?—By passenger train and by parcels post.

30994. Small packages?—Yes.

30995. Never mind the parcels post, because we know those rates. With regard to the railway transit, have you anything to complain of from Limerick for your small parcels?—The way they carry them is all right, and the facilities they give, but the principal point in the proof of my evidence I have furnished is that, about eighteen months ago—in July last year—the parcels post reduced their rates about twenty per cent., but the railway companies have made no reduction. I have written to the railway companies and interviewed their superintendents, and I have one of their letters here.

30996. Never mind that Because the Government reduced the rates on the parcel post why do you suggest that the railway companies should do the same?—If the railway companies can afford to give the Government a reduction, why should they not also give the traders a reduction?

Similar reduction to that made in the parcel post rates urged.

30997. *Chairman.*—They do not. The Government make their own rates for the parcel post, and they tell the railway companies—I do not know whether I am not letting out a secret—that they will get a certain percentage of the gross receipts. That is what they do in England. I do not know whether it is the same here.

Mr. Tatlow.—It is the same in Ireland.

30998. *Chairman (to Witness).*—Why don't you use the parcel post?—We do. But that is limited to a certain weight. We almost always have large numbers of parcels over that weight.

30999. Your only means of dealing with them is with the railways?—Yes.

The treatment of claims by the Post Office more liberal than by the railway companies.

31000. The only question is, are the rates charged at present fair and reasonable, taking all the circumstances into consideration?—You must remember that the railway rates are higher than the parcels post rates, and that we have specially reduced rates at owners' risk. By that rate we run the risk, if the parcel is injured or delayed, or if the parcel is not delivered at all the railway company will tell us they were carried at owners' risk, and therefore they are not liable. As we are circumstanced in Limerick we are favoured with competition, so that we are generally able to get compensation. On the parcels post there are no such restrictions.

31001. Do you mean to say the Government are liable in any case for delay?—If we are at a loss through perishable goods.

31002. Answer that question, if you please. Do you mean to tell me that the Government, in any circumstance whatever pay compensation to the senders if traffic is delayed by parcels post?—We have got paid frequently.

31003. Could you give me a case?—I have not a case here.*

31004. Of delay?—Where we have sent poultry and where they have been delayed a day. That is supposing they ought to have been delivered to-day and were not delivered till to-morrow. In warm weather when they have been delayed so as to render them useless we have got compensation.

31005. From the Post Office?—Yes. And in all cases where parcels are lost we get compensation.

31006. I can understand compensation for lost parcels, but for delay—you say so?—That does not often happen with regard to the parcels post.

31007. With regard to owner's risk rates, which you generally use, on the whole do you not get more advantage in carriage throughout the year on your traffic by using these lower rates than if you paid the higher rates and claimed compensation?—Yes.

31008. Therefore, it is a benefit to you to have these owner's risk rates?—Yes.

31009. The only point is, you think there are cases, even with the owner's risk rate, where the company ought to be liable?—Yes.

31010. For instance, in the case of total loss?—We get compensation, but that is a kind of complimentary compensation in many cases.

31011. I understand you to say you get it in Limerick, because there is competition?—Yes.

31012. If there was no competition you would not get it?—In many cases we would not.

31013. On the whole, I think Mr. Bennis, you are not here to make an indictment against the railway companies?—There is another point with regard to owner's risk. We send eggs, and honey, and some other things. The conditions are so stringent with the railway companies that we do very little in that line, because we cannot send these things at

See Appendix No. 29.

owner's risk by the railways. But the parcels post will take these things, and put a label "fragile" on them. But the expense by parcels post is so very high that it practically kills the trade.

31014. I though you said it was lower than the railway company's rate?—That is for small quantities, but in goods like these, where the packing has to be strong and wadded, it makes the cost on these so much extra that we cannot do anything hardly.

31015. Have you seen those boxes provided by the Agricultural Department for the transit of these things?—Yes. We use egg boxes.

31016. Those are very light?—They are light.

31017. They would not add appreciably to the cost of transit?—Yes, but the railway companies will not take them at owner's risk, and give no kind of guarantee that the things would be delivered in good order.

31018. That is for eggs?—Eggs. Honey we send by post to England.

31019. That is, in jars?—In sections.

31020. Is there any other point in connection with the owner's risk rate?—Yes, with regard to the through rates to the North-Staffordshire lines.

31020A. We have had all this before. We know there are no through rates.

Mr. Tatlow.—With the North Stafford and the North-Eastern.

31021. *Chairman.*—You think it would be an advantage if there were through rates?

Witness.—A very great improvement, because we have a great many customers there, and we have lost some customers because we have not been able to send the goods at through rates to Staffordshire.

Mr. Tatlow.—The North-Eastern rates are in process of being arranged to a certain extent.

Witness.—We have no complaint against that company.

31021A. *Lord Pirrie.*—Have the North-Stafford railways approached the Irish railways?

Mr. Tatlow.—The subject is now before the Irish and English Traffic Conference.

31022. *Chairman (to witness).*—With regard to the amalgamation of Irish railways, would you favour the railways being united into one system, or more?—I would suggest three or four systems. I think one system would not deal fairly with Ireland all round. As far as my own experience goes, Limerick has been benefited by the amalgamation of the two railways in the South, the Great Southern and Western Railway, and the Waterford and Limerick Railway.

31023. That would point to a benefit if they were all amalgamated into the Great Southern and Western?—Well, there is still competition between the Great Southern and Western, the London and North-Western, and the Great Western, with regard to through traffic, and there is competition with the Midland Great Western for Irish traffic, so that it is not a monopoly so far as Limerick is concerned.

31024. You think it has been an advantage for the Waterford and Limerick to be absorbed by the Great Southern?—Yes.

31025. And you are in favour of three or four systems instead of the seventeen or eighteen that now exist?—Yes.

31026. What about the Railway Commissioner's Court—have you any opinion upon that?—There was one question asked, whether there should be any subsidy given to the Irish railways.

31027. I think we will leave that, unless you have something special to say?—The only thing is that if a subusidy is given, it would be necessary to have some Board of Trade, or other Government Department to see that the railways gave due abatements in return for the subsidy.

31028. I will pass that. I do not see how it could be possibly done. I suppose you are of opinion it is a disadvantage to have different gauges?—A very great disadvantage.

31029. You would like to see the railways all of one gauge, so that traffic could be sent through without change of bulk?—It would be better when making to spend the money that these light railways cost making them all broad gauge—half their length on the broad gauge would be better than a long narrow gauge. They mostly served for the transit of perishable traffic. With regard to the rates, here is the kind of letter we are constantly receiving. It came the day before I came up from the South of England, with regard to the Continental rates. (*Letter handed to Chairman*). If we could get some such reduction as we suggest here in answer No. 5 in our proof of evidence, we could compete. Answer No. 5 states—"We would suggest, for perishable goods, the rate should be not more than one halfpenny per lb., with a minimum of 4*d.* or 5*d.*, and also a reduction of, say, 10 per cent. off 28 lbs. and upwards on non-fragile goods, such as butter and bacon, etc. A further reduction in parcels rates per passenger trains. I have just sent a box of glass lantern slides to Euston, and have been charged 1*s.* 3*d.* These would have gone by parcels post for 9*d.*, but being railway property I was asked to send them by rail, carriage paid. Parcels of perishables, which are carried at much reduced rates, say, 5 lbs. each, from here to Staffordshire, are charged 1*s.* each, that is 6*d.* to Crewe, and 6*d.* thence to destination, whereas the parcels post would carry to destination for 6*d.* only."

31030. The Chairman read the letter produced by the witness, as follows:—

"Conway House, Littlehampton,

"Sussex, *October* 14*th*, 1907.

"Messrs. Bennis and Son.

"Your P. C. with prices of butter, etc. I am afraid at these prices I cannot do much. I am now buying Continental butter at 1*s.* 1*d.* by the lb. or 2lb., and find it very good. I would rather deal within the Empire, other things being equal, but as I buy to sell again to visitors I am unable to do this if I can get better value abroad."

Witness.—She keeps a private hotel at Littlehampton, in Sussex.

31031. *Chairman.*—This is this month?—Only a couple of days ago.

31032. I see Lipton is selling the best butter at 1*s.* 1*d.* a pound?—That is not the same as Limerick creamery butter, which is probably the best butter in Europe.

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Suggested reduced scale of rates for perishable goods to meet foreign competition.

Letter from Littlehampton, Sussex, that Continental butter is cheaper there than Irish.

Examined by Colonel HUTCHESON POË.

31033. I gather you think when the parcels post gave you a much lower rate, the railway parcels rate ought to have been approximately lowered?—When the parcels post made the reduction of 20 per cent. that the railway parcels rate ought to have been reduced also.

The suggestion that the reduced parcels post rates should have been applied by the railway companies to all parcels.

31034. That lady, I suppose gets the butter from Germany. You are aware that 80 per cent. of this traffic in Germany is carried by the Post Office, because when the railways were first conceded to private companies the State made a stipulation that to every train there should be attached a post office van free of charge, and when the State took over the railways they kept up the system, so that practically the Government do not pay the railways, but they do not charge anything for the carriage of the goods in that one post office van?—I did not understand those details before.

31035. Do you think if the Government could make some arrangement of that kind, that post office parcels traffic carried by the railways could be paid by the Government, that that would assist you?—It is not so much the parcels post we complain of. The parcels post will collect parcels and deliver them in any part of the Kingdom free, whereas the railway companies will not collect the parcels, and in a great many cases they will not deliver them free. Therefore, they should give us some reduction.

The extension of the German system *re* small parcels by parcel post to Ireland recommended.

31036. The free carriage by parcels post van on the railway?—Yes, in the ordinary railway van.

31037. If the State in this country would give the same facilities as they do in Germany, it would help you very considerably?—Yes.

31038. You spoke of the desirability of making the narrow gauge lines into broad gauge lines. You know there are about 500 miles of narrow gauge lines in this country, and it would be a costly experiment?—Yes.

Proposed conversion of the narrow guage lines to broad guage at the Government expense.

31039. How do you propose that the cost should be borne—at the expense of the State?—If the State advanced some money towards helping us.

31040. You would have no objection to its being done at the expense of the British taxpayer. I think we

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all agreed that the disadvantages of the two gauges are very great and involve a great loss of time and a great loss in the traffic that is carried?—Yes.

31041. As to the owner's risk and company's risk rates, what you would like to see would be the percentage between the two very much reduced?—Yes.

Suggested reduction of the ordinary perishable traffic rates.

31042. At present I gather from what you say, that the rate which the companies charge at their risk is so great that it is almost prohibitive—at any rate, it very much affects your industry?—It is practically one-half.

31043. Fifty per cent. over what they charge for owner's risk?—Yes.

31044. And, of course, that is out of all proportion?—Yes.

31045. You would not object to their charging some small extra rate—in the nature of an insurance premium, so to speak—if it were ten or fifteen per cent. above owner's risk rate?—No.

31046. And that would very largely help to develop your particular trade?—Yes.

Examined by Mr. Acworth.

31047. The butter that was cheaper would be butter from somewhere abroad, and would, no doubt, come in wholesale quantities into London?—Quite likely, and then be distributed there.

31048. It would be a wholesale merchant's business? Quite likely.

The Irish trade in small consignments of perishables competitive with organised wholesale traffic.

31049. You don't know of any retail parcel or postal traffic in butter or eggs from the Continent—small consignments traffic?—No.

31050. What you have to face is an organised wholesale traffic?—Yes.

31051. Your business is rather a retail traffic?—Yes, principally.

31052. Is it your own butter and eggs that you are selling, or do you buy it?—We buy it.

31053. You are merchants?—Yes. That is, we are not manufacturers.

31054. You buy in order to sell?—Yes.

31055. Do you think that the business of distributing in these small consignments is a business that a farmer—that a local producer—can profitably do himself?—Well, the farmers are a good way from the railway station, and the establishment of creameries in the South of Ireland has changed the old methods altogether. The milk is now sent into these creameries. Many of these creameries will not supply the butter to the consumer direct; they will only supply it in large quantities, and therefore the butter must be distributed by retailers. Creamery butter, especially unsalted, must be consumed almost immediately. It is not made to keep. Some of these English firms who get it over, say the salesmen in Manchester keep it a day or two; it is then distributed to the small shops, and by the time it reaches the consumer it may be a week old, and the consumer gets the idea that it is very bad. We have arrangements with some creameries to supply us with butter fresh made, our customers get it next day, they are very pleased with it, and they are willing to pay extra for it.

The creamery system in Ireland has stopped direct sale of butter by farmers to consumers.

31056. Then I understand that in your view the farmer could not sell by retail direct to the consumer in England himself?—He would have to buy the butter the same as ourselves.

31057. He does not make it?—Not in our district.

31058. In your part of Limerick the farmers do not make butter; they only sell their milk to the creameries?—That is so.

31059. And they have not got the small quantities to sell?—No. That is a dead trade in Limerick and Tipperary.

31060. You buy from the creameries, break it up, and send it in small consignments, instead of letting it go to Manchester and letting the Manchester man break it up?—Yes.

31061. And would you like to keep that trade?—Yes; it has been growing rapidly with us for the past few years.

The small parcels traffic affords more revenue to the railways than large consignments.

31062. Of course a much larger part of that would represent railway carriage if it were sent in parcels instead of in ton lots?—If it goes in ton lots there are several commissions on it to make out.

31063. There is more railway carriage, say, in 200 consignments of ten pounds than on one consignment of a ton?—Yes.

31064. You say that is balanced by its having to go through several hands, and more commissions being paid, while you can get it in quicker, and therefore you can get bigger prices from the consumer?—Yes.

Examined by Mr. Sexton.

31065. Is your trade entirely with Great Britain?—Practically with Great Britain. We have sent to Africa and Egypt and to Paris, but the rates are too high to send it in that way.

31066. All in small consignments?—From half a hundredweight down to a pound.

31067. On the small scale—what is known as "smalls"?—Yes.

31068. You find yourself heavily hit by the rates?—I believe we could do a great deal more if there was a reduction.

31069. You find the rates charged by the railway companies contrast unfavourably with those of the public organisation—the Post Office?—Yes. Since the Post Office have reduced their rates there are people in different parts of England and other places that we can send to—a few pounds to a person by reduced parcels post rate.

31070. Have you had many letters like that from Littlehampton?—We very frequently get letters of that kind—telling of the Continental butter being cheaper than we can supply it at.

31071. Does it come to this—that people who buy butter to sell again cannot buy the butter from you in England?—No, because some of them do buy it from us. The case referred to in the letter read to you was from a lady who carries on a private hotel.

31072. They find they can more easily buy it from the Continental importer?—In a great many cases.

31073. *Chairman.*—This lady was only a small consumer?—Yes. She sold it again; she keeps visitors.

31074. *Mr. Sexton.*—You made this distinction—the person who buys butter for consumption might buy it from you, but if anybody buys it for re-sale he would find it more to his interest to buy from a foreign source, owing to the low conveyance rate?—Yes. In that case she has to get the butter from some place. She can still get it from Ireland, as she has got it.

31075. It must make a great difference to your budget in the year that you have no such rates on the railways as the Post Office accepts?—Yes.

31076. The scale of railway rates being so much higher than the Post Office for parcels?—Well, they are not really higher in one way, but there has been no reduction made corresponding to the reduction given by the Parcels Post, and the facilities the Parcels Post give for collection and delivery. Many a time we have to send by parcels post two parcels instead of one for delivery, because the charge of delivery by the railway company would be more than would balance the saving in the rate.

31077. The relative scales of rates from the Continent to England and from Ireland to England impose a disadvantage upon the Irish trader?—I have not the rates from the Continent, but I have always been told they are much lower.

31078. The Littlehampton case is a case in point?—Yes.

31079. You complain of the vexatious "owner's risk" condition, and of the refusal of through rates. Do you think these characteristics would adhere to any publicly-managed railway system, to a public system of ownership?—Well, the through rates referred to were to the Staffordshire lines.

31080. Under a system of private lines any company can arbitrarily refuse a through rate. Do you think a similar state of things would occur under one system, that you would be refused such a through rate?—Do you mean if all the railways were amalgamated?

31081. Yes. If all the railways were amalgamated would not such a system as you complain of be ended—would not through rates be given as a matter of course?—I do not approve of one amalgamated system. I would sooner see the Irish railways in three or four large main railway companies.

31082. A great part of your complaint against the companies is that they contend with each other, that the contention is wasteful, and that the services at junctions are so managed as to miss each other. Would not that state of affairs continue if you had

three or four large companies, as you suggest?—Well, no; suppose if one-third of the South from Dublin to Ennis was in the hands of one railway company, the traffic would then be one, and there would be none of these junctions or disagreements with other companies.

31083. We have had evidence that some of the longest delays occur within the systems of individual companies. Do you not think that, so long as there are three or four different companies there will be more or less dislocation—much more, in fact, than there could arise under one system. Is that not so. There could be no contention in one system—could there?—Well, but that would be a monopoly.

31084. Could there?—No.

31085. Therefore the occasions arise oftener when there are three or four systems; is not that obvious?—Yes.

31086. Now, as to the question of subsidies. Suppose it were conceded that there should be a grant to Ireland, by way of a set-off against over-taxation, do you consider it possible, with the present ideas of local elective government, that the Irish people would ever consent that a grant of that kind should be handed over to the railway companies, rather than be administered by a representative body?—Yes, I suppose they would; but if it came direct from the British Government to the railways they would not have any choice in the matter.

31087. But would the Irish people assent to that?—I think a great many of the business people would assent to that.

31088. That they would assent to such a system being carried out under any but a representative body—Is that your idea of constitutional government?—It would depend upon the amount of the grant.

31089. It would have to be considerable. Now, about amalgamation. There is an outcry from the public for better management, and for reductions—large and general reductions—of rates. You make the proposition to leave the management in the present hands, to leave the rates as high as they are, and, by concentration of companies, to give them means for the payment of higher dividends; do you think that would satisfy the public?—No; but if there were amalgamation of these lines their expenditure would be considerably reduced.

31090. But they would have the option of paying it away in dividends. There would be no security that the profit would be devoted to reduction of rates?—No doubt; but that would be a matter of arrangement.

31091. If you pay a subsidy you may make arrangements, but if you simply amalgamate companies and make them larger, and, as a result of the amalgamation, the working expenses diminish, and the margin of net profits increases, you cannot prevent them paying away that in dividends?—Except that in the Act of Parliament that amalgamates them there might be some condition, some clause, that the rates were not to be raised, as in the case of the Limerick and Waterford Act

31092. Do you suppose that an increase in net profits, due to reduction of working expenses, could be made the subject of a statutory mandate for reduction of rates?—Yes.

31093. I fail to see how it could be done. Now, about competition. You say that competition is advantageous, and obliges the railway companies to meet the requirements of their customers; but looking to the evidence here, do you think these requirements are now met?—Well, as far as my experience in Limerick is concerned, we have the advantage of competition. For instance, I can mention a case. A gentleman in Birmingham got twenty lbs. of butter from us, in two lots. One of the consignments was lost. We sent it by the Great Western Railway, and they refused to compensate us because it was sent at owners' risk rate. We then sent our traffic by the London and North-Western Railway, and, when they found that out, they, the Great Western, came in with the amount we claimed in order to get back our traffic. Another case—We wanted reduced rates to the northern part of Scotland, and could not get it from one company; but, when the Midland opened the Heysham route, the company who first refused waited upon us, and gave us the same rates to Wick and the North of Scotland that we have now to towns in England. That was the result of competition.

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Mr. E. H. Bennis (Messrs. Bennis & Son, Limerick).

The benefits of competition between privately-owned companies.

31094. We know something of the means that railways adopt to take traffic from each other; but do you suppose that under a public system of transit there would be such a thing as owners' risk. Do not you think that the State would pay for any loss?—If there were the same conditions as in the parcels post we would be quite satisfied with the conditions.

31095. You would be better off?—Certainly.

31096. When you spoke of competition, I thought you meant competition between land and sea carriage? You do not refer to that?—No; transit competition.

31097. Do you mean competition between land and sea carriage?—It was more the different railways that compete with one another.

31098. Very well. What is this competition?—They canvass for traffic, and they break up the meagre traffic of this country into small consignments, and sent it in crawling trains in circuitous routes. Do you think that is beneficial to the public in the long run?—If we did not get the competition the industry would die out.

31099. Yes; but suppose, Mr. Bennis, you had a system in which nobody would have an interest in diverting traffic—in which all traffic—yours, and every other traffic—would be sent by the most convenient and shortest, and therefore the speediest route, and at a lower rate than is now charged by even the shortest route, would not that be better?—Yes, if we could ensure that.

31100. The whole case for a public system of railways is based on that hypothesis. Upon the assumption that this result would be ensured, would not that be the best system?—Yes; if you can ensure those results.

Public ownership approved if cheaper rates and more satisfactory conditions of transit would be the certain result.

31101. *Mr. Croker Barrington, Solicitor.*—I think the witness stated that the difference between the owners' risk and company's risk for perishables is 50 per cent. The difference is 25 per cent. for perishable goods carried at owners' risk or company's risk?—The railway company advertise perishable goods carried at half usual rates. We never send by company's risk, because the rates are so much in excess.

Mr. Croker Barrington, Solicitor (*handing in rate book*).—These are the rates of the companies.

Mr. Tatlow.—I think the misunderstanding is rather in this way. Butter and other such products are carried, in the first place, at reduced rates, at owners' risk, and these are something approximating to half the ordinary rates—some cases lower—and it is if these articles are sent at ordinary rates it is 25 per cent. over the reduced rates?—These rates are not through rates to England.

The difference between the ordinary and owners' risk rates for perishables

31101A. *Chairman.*—They are local rates; they are not through rates.

31102. *Lord Pirrie.*—It requires a lawyer to find that out.

Mr. Croker Barrington, Solicitor.—I do not know whether a lawyer is any better than a layman.

Mr. William Scully examined by the Chairman.

Mr. William Scully, Representative of the Clonlisk Co-operative Society.

31103. You are from Ballaghmore?—Yes, Ballaghmore.

31104. You represent the Co-operative Society there?—Yes, Clonlisk.

31105. Are you on the Committee?—Yes.

31106. When was it established?—In 1895.

31107. The business of the Co-operative Society, is it confined to one county, or more?—It is part of three counties—King's, Queen's, and Tipperary.

31108. The North Riding of Tipperary?—Yes, the North Riding.

31109. Where is the headquarters of the Society situated?—At the present time—it was in Dromakeenan at the commencement, but at the present time it is in a place called Coolderry, because the secretary has changed, and he had to change his quarters to Coolderry.

District in which the Clonlisk Society operates.

31110. What is the railway service of the district?

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Mr. William Scully, Representative of the Clonlisk Co-operative Society.

—The Great Southern and Western Railway principally.

31111. What does your society represent?—The Society. We first commenced in this way—

31112. Does it represent the general traders in the district?—It represents the farmers of the district.

31113. The farmers?—Quite so.

31114. Well, now, it is the agricultural industry?—The agricultural interest.

The district of the Clonlisk Co-Operative Society served by the Great Southern and Western Railway.

31115. What particular complaint have you got with reference to the railways?—When we started, in 1895, one of the chief objects was, and should be, to look after the interests of the farmers in the pig industry, because we were very much in the hands of the jobbers, and we intended if possible, to get the pigs direct to the curers of Limerick, which we succeeded in doing after a struggle of about twelve months, and then we commenced sending in 1896—December, 1896—and the freight from Roscrea to Limerick by Nenagh was 28*s.* 5*d.* a wagon.

Objects of the Society.

31116. What is the distance?—About the mileage I cannot say exactly. I know that the rate is what I have said.

31117. What is the rate?—28*s.* 5*d.*

Complaint against the Great South-and Western Company as to facilities for pig traffic from Roscrea.

31118. For what?—For any wagon of live stock, pigs, for instance, and by Limerick Junction it is 38*s.* 10*d.*, and we are placed so that we are nearer by Nenagh, and they would not carry the pigs for us by the shortest route, but by the longer route. They took three cargoes, and after the third cargo it was stopped. We had to have them before seven o'clock loaded at Roscrea Station, and if we had not them there before seven o'clock they could not take them *via* Nenagh by the goods train. Then we asked them if they would give two days in the month that they would delay that goods train half an hour to give the farmers a chance to have them in in time, because they delayed it in Cloughjordan, about seven miles further on. They would not delay it at Roscrea, but they would delay it at Cloughjordan, but what they did was worse—they changed the hour from seven to five, so that that completely wiped us out of the short route. They would not leave our pigs over night at Roscrea Station, but they would send them on to Ballybrophy at eight o'clock in the evening, and leave them till two o'clock in the morning, and they would not leave them at Roscrea Station. The pigs from Birr, eleven miles further on the branch line—they would send them into Roscrea and leave them there all night, but our pigs, that were loaded at night, would not be left so as to send by the short route.

31119. Very well. You have mentioned your grievance. Have you represented that to the railway company?—Certainly so.

Resolution on the subject of pig traffic between Roscrea and Limerick adopted by Clonlisk Association in 1898.

31120. When was that, do you remember?—I have it here. The following resolution was adopted at Clonlisk Association, at a general meeting in 1898:—"That we desire to call the attention of the Great Southern and Western Railway Company to the fact that formerly we could send pigs to Limerick *via* Nenagh, at a cost of 28*s.* 5*d.* per truck, but owing to the change of trains, and being forced to send them by Limerick Junction, we have to pay 10*s.* 5*d.* per truck extra—38*s.* 10*d.* This, we consider, not fair treatment to our society, and hope the railway company will consider the matter and give us a special rate *via* Limerick Junction." We were satisfied to have the pigs sent by Limerick Junction—the long route—so that they give us the 28*s.* 5*d.* rate. That is all we asked, in fact.

31121. What was the reply of the railway company?—There were replies upon replies. It was all useless. We could get no good of them, and it went on and was still denied—they would give no clause, and it went on till the 1st April, 1898, and to our surprise there was 3*s.* 4*d.* per wagon added to the rate, making it 42*s.* 2*d.*

Representations made to the Company and their explanation.

31122. You have read the resolution. Perhaps you had better read the reply of the railway companies?—I will read the reply. It was simply this—that there was a mistake. Then, there is a reply after the rise of 3*s.* 4*d.* The reply was this—I have the reply in writing from Mr. Croker.

31123. It is dated 6th December, 1898—Yes. "Dear Sir—With reference to your letter of the 6th ultimo, I beg to say that it is against our rules to load up and keep live stock in trucks for some twelve hours before sending them away, as would be the case in booking stock at Roscrea for Limerick, *via* Birdhill. As regards stock tendered us at Parsonstown, the matter is different, for when they reach Roscrea they are in transit for ultimate destination. It is true, unfortunately, that stock from Parsonstown must lie all night at Roscrea owing to the train service, but if this were not done we could not accept the traffic. As regards the truck rate between Roscrea and Limerick, *via* Ballybrophy, I have written to the manager of Waterford, Limerick, and Western Railway as to the adoption of 38*s.* 10*d.* rate, and hope to be able to get same arranged. The figure, we may say, was used by our agent without authority, and the rate at present recorded of 42*s* 2*d.* is the one that was agreed on last March by the Waterford and Limerick Company. I hope, however, to be able to get the lower figure put in force. Yours truly, H. W. Croker."

31124. That is before the amalgamation of the Waterford and Limerick?—Partly, I believe, or in or about the time.

31125. It was a separate company then?—I understand so.

31126. *Mr. Sexton.*—This was before the amalgamation of 1900?—Quite so.

31127. *Chairman.*—After the receipt of the reply had you any further complaint?—Of course we kept still hammering on, and about December, as near as I can remember—a little after that time, between April and December—and they said it was the fault of the agent, still we never got the money refunded, but after that time we got the 38*s.* 10*d.* rate again, but not the low rate.

31128. In consequence of that reply did you discontinue sending pigs *via* Nenagh?—No, we still continued to send pigs, but the society partly gave it up, the co-operative society, and then Mr. Matheson took it up personally, himself, and I acted as agent for him, and something about 1904—the end of it, or January, 1905—I complained to Mr. Matheson, specially, myself, about the mistake of having 10*s.* 5*d.* a wagon, as he was then paying the freight. Previous to that, the feeder was paying. He ordered me to offer the pigs to them in Roscrea *via* Birdhill, and let them receive them or not, as they wished. I did so, and I cannot swear it, but I believe it is a positive fact, that the moment they saw there was going to be law proceedings they gave the cheaper rate.

31129. Since then I think your Society has discontinued sending pigs altogether?—Yes, there is no necessity now. The live stock scale is there, and the merchants are all working the live stock scale.

31130. And the co-operative society get their live stock sent from Roscrea?—No, the curers get them by live weight.

31131. What about County Mayo—what have you got to say about it?—Early in November, 1903, I was sent by the I.A.O.S. to start the business from the County Mayo, of sending pigs for the people there, on the same lines, to Limerick, as they had nobody to pass a ring of jobbers that were local men.

31132. The traffic is pigs?—Practically all, in this case, it is pigs and nothing more that we complain of. I went there, and after a few days' work I arranged with the Midland Great Western Railway to have them brought to Limerick. Supposing pigs were loaded on Wednesday evening in either Westport or Ballyhaunis, they came on, and they remained, as far as I understand, in Tuam or some of these stations along there till Thursday evening. They did not leave that until Thursday evening, so that they did not arrive in Limerick until nine o'clock on Thursday night, and after that, again, they would have to remain all that night in the wagons and could not be killed till Friday morning, and that practically stopped the whole traffic, because the time they were in the wagon was so extraordinary that the reduction was 7 lb. to 9 lb. a pig.

31133. Do you mean that that delay, not in the delivery, because the pigs were in Limerick, but they arrived too late to be killed that night?—If they were sent on Wednesday evening from Ballyhaunis or Westport, and taken direct, they would be next morning in Limerick, and could be killed next morning, but by not being sent on in time they had to remain two nights and a day in the wagon.

31134. And you believe that all that detention would reduce the weight of the pigs?—Certainly, without any mistake.

31135. Six or seven pounds?—In fact more, without any mistake.

31136. All the instances you have given are within three or four years of the present time. Are things being worked satisfactorily now?—They are, because necessity is the mother of invention, and in Co. Mayo it is the same way still, but the Great Southern and Western Company has yielded through practical compulsion.

31137. At any rate pigs are being carried much more satisfactorily than in the time you speak of?—Certainly.

31138. To the advantage of senders and consignees?—I quite agree with that.

Examined by Mr. Sexton.

31139. What is the nature of the practical compulsion to which you say the Great Southern and Western Railway have yielded?—By offering the pigs to them by the short route and saying if they did not take them there would be law proceedings taken to compel them.

31140. To try the question whether they should not be obliged to take them?—That is right.

31141. They yielded rather than test the law?—I suppose so.

31142. Do I understand the County Mayo complaint operates still?—Quite so.

31143. This case of the pigs one and a half days and two nights with no food or water appears to be one for the Society for the Prevention of Cruelty to Animals?—Quite right.

31144. Is that going on at present?—The very same thing will occur to-morrow, for I have had a letter asking if I could do anything.

31145. It causes delay, embarrassment, and loss of trade?—Quite so.

31146. The other case is not now in operation, but you bring it forward as an illustration?—Of what did occur.

31147. The Society simply wanted that the train should be delayed two mornings in the month so that you might load by daylight and not by dark?—Quite so.

31148. And the result of your request was that you were compelled to send the pigs by a longer route and pay 10*s.* 5*d.* more?—Yes.

31149. And that continued up to the end—until the Limerick merchants came and took the pigs at your own place?—That is so.

31150. Do you think that anything like this could happen under a public system of transit, administered by a public authority?—I don't think it could be as bad under a public authority.

31151. Do you think that under a public authority, working a unified system, there would or could be such a thing as forcing you to send consignments by a longer route at a greater cost?—I do not think it could be possible.

31152. Would not the shortest route and the least cost apply as a matter of course?—Yes.

31153. Are you in favour of working the railways of Ireland as a unified system under a representative authority?—By a representative authority, so long as it would be carried out in every way for the benefit of all.

31154. An authority responsible to the people of Ireland?—Quite so.

Examined by Mr. Acworth.

31155. Mr. Scully, do you say that the railway companies kept the pigs from Wednesday afternoon till Thursday night in the wagon without food or water?—Quite so.

31156. I think it is illegal?—I cannot say

31157. I think they are bound to move them out of the wagon every twenty-four hours. Is not that so?

Mr. Tatlow.—I do not know that there is any legal liability.

31157A. *Mr. Acworth.*—Surely there is an Act of Parliament that provides that you are bound to take animals out of the wagon if they are in more than twenty-four hours.

Mr. Tatlow.—I think it is "reasonable care" or something of that sort. I do not think there is any stipulation.

31158. *Lord Pirrie.*—Not in Ireland?

31158A. *Colonel Hutcheson Poë.*—I think the railway is entitled to make a certain charge.

31159. *Mr. Acworth.*—Look in Balfour Browne. I think you will find it so.

Mr. Tatlow.—I do not think it arises practically, and I would like to ask this gentleman if he has ever complained to the Midland Company, because there is a large quantity of pig traffic comes from the Western stations, and I do not remember receiving any complaints of delay or bad train service. I would like to ask has he ever complained?—(*Witness*).—The complaints were made, and they could practically do nothing because they wrote to the Great Southern. They met and could not agree.

31159A *Mr. Acworth.*—Mr. Scully, can you give Mr. Tatlow the precise date on which you complained and to whom you complained, and he will look into the matter?—I have some correspondence here, and I think I remember the name "Tatlow."

31160. If you have got his own letter perhaps you will show it and he will identify it at once. It does matter who you complained to—the Great Southern or the Midland—if you give the precise date?—I wrote to Mr. Anderson, of the I.A.O.S. (I have not the correspondence), and he was to write to Mr. Tatlow on the subject.

Tatlow.—Can you give the date?—I have not it now but I certainly can.

31161. *Mr. Acworth.*—Perhaps you will let the Secretary have the dates on which any specific complaints were made, and he will let Mr. Tatlow have it?—It was in 1903 at all events.

31162. One other question. I do not understand what you said about the company forcing you to use the shortest route?—The longest route.

31163. Forcing you to use the longest route?—I said simply this. The goods train from Dublin used to pass, previous to the time we commenced, about 7 a.m., and when we began to look for the two days a month delay, instead of giving the two days they changed the hours. The hours used to be seven o'clock, and we could manage it at seven, but they changed it to half-past five.

31164. That was too early?—Entirely.

31165. And you had to send round by Ballybrophy and Thurles?—Yes.

31166. Instead of sending by the Nenagh route?—Yes.

31167. There was no train left that suited the traffic round by Nenagh?—No.

31168. How do the pig buyers manage?—The pig buyers on fair days are in a different position. There is a special arranged for the fair.

31169. You send more frequently, and they send larger quantities and get a special train?—Yes, but the curer is practically on the same scale as we were. The curers are working weekly.

31170. You do not know what rates they are paying?—I cannot say that. It is not my business to know their work, but I know perfectly well what were the rates. Only Mr. Matheson instructed me to offer the pigs I believe—I cannot swear—but I know that it must be that Mr. Matheson has got the cheap rate from them by this route.

31171. By the Nenagh route?—By the Nenagh route, but they might go the other if they charged the lower rate.

31172. What is the rate?—28*s.* 5*d.* by Nenagh and 38*s.* 10*d.* by the Junction.

31173. Do you think that is confined to Mr. Matheson?—I could not tell you that. I would not like to answer. When I was working for Mr. Matheson I did not look about anyone else. Let everyone look after himself.

31174. Whether it is carried by Nenagh or round by Thurles it goes at 28*s.* 5*d.* rate, and on fair days they are carried always by special trains?—Yes. They will go the short route that day.

Examined by Colonel Hutcheson Poë.

31175. I understand you to say that at the time when you had this grievance with the railway companies they replied that they could not allow you to load the pigs at night, because it was not their habit to load pigs, keeping them in the truck, and at the same time they were allowing the people at Birr to load their pigs, keeping them in the truck?—Certainly.

31176. That is an illustration which has been used before—that under the present system it is in the power of the railway company to give, in that respect, differential terms between places, one over the other?—Quite so.

31177. If your statement is correct?—That is so.

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Mr. William Scully, Representative of the Clonlisk Co-operative Society.

Complaint of the delay to pig traffic from Mayo to Limerick.

Ineffective representations to Railway Company.

(See Appendix No. 21).

Complaints as to pig traffic from fairs.

Allegation that pig traffic from Birr has a better service than that from Roscrea.

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Mr. William Scully, Representative of the Clonlisk Co-operative Society.

31178. And I suppose you would hope that, under any change that might be made—whether amalgamation or State purchase, or otherwise—there would be no reason for such treatment, and it could not possibly be given?—Yes.

Examined by Lord PIRRIE.

31179. Do I understand you to say that you have complained to the Agricultural Board that these pigs are kept in the wagon?—To the I.A.O.S.

31180. That is a private organisation, with Mr. Anderson at the head?—Quite so.

The intervention of the Department of Agriculture with the Railway Companies not sought by the Society.

31181. You have not gone before the Government body?—Not the Department.

31182. You have not put it before the railway companies?—We did all in our power that way. There was loads of correspondence.

31183. You have complained a good deal about the different rates. Have you ever looked up the rate book to see what the rate was from a certain station to Limerick, or did you just take the word of the porter or manager?—We ought to do that. The only way we looked up was that we knew that between the rate by the short route and the long route there was 10*s.* 5*d.* of odds.

31184. I think you said you thought some people were getting it sent by the longer route at the low rate?—Yes, the Birr people were.

31185. You say you never took the trouble to look up the rate book to see whether it was entered?—It was this way. Birr was eleven miles further from Limerick to go on to Roscrea, and still they could get the short route. I do not know exactly how much they were charged.

31186. You never took the trouble yourself, as representing this large firm, to look up the rate book for yourself to see what was entered as the official rate for pigs to Limerick?—No, certainly not.

31187. You did not. Then, I think, to a certain extent, you were to blame for not seeing what your neighbours were being charged?—We knew perfectly well they were charged less, according to the route, than we were.

31188. I do not know how you knew if you did not take the trouble to look?—It is quite easy to see we were doing the best we could for the advantage of our Society, which we did do, and we brought them out of the hardship; and that we did, and we are not ashamed to say it.

31189. You had an opportunity, if you liked, to avail yourself of seeing the rate which the railway companies are bound to keep?—I am sure your question is perfectly right, and it should have been done; but, at the same time, we did what we thought was to be done.

Mr. ROBERT GOODBODY, M.I.M.E., examined by the CHAIRMAN.

Mr. Robert Goodbody, M.I.M.E. (Messrs. J. & L. F. Goodbody, Clara).

31190. You are a member of the Institute of Mechanical Engineers?—Yes.

31191. You are a member of the firm of J. and L. F. Goodbody, of Clara and Dublin?—I am one of the managing directors of it.

31192. Where do you live principally?—In Clara.

31193. What is the business there?—The principal department I look after is the jute spinning, but my brothers and cousins are looking after the milling—flour milling, and corn—and land, cattle, and, of course, we have a large flour milling interest in Limerick.

31194. In regard to jute spinning, it is all imported, is not it?—Yes.

31195. And you manufacture it there?—Yes.

Extent of the Clara jute spinning industry.

31196. How many persons do you employ?—Between 600 and 700.

31197. Then it is a very important industry?—Yes.

Railways serving Clara.

31198. What principal railways serve your district?—The Great Southern and the Midland. The Great Southern has a siding into the works.

31199. When your traffic is sent out it is loaded into the railway trucks?—Yes.

31200. Have you any special complaints with regard to railway facilities?—No; we have no special complaints with regard to the working of the traffic at all.

The rates and facilities in general satisfactory.

31201. Are you satisfied with the through rates that are in operation?—Yes, as regards jute, we have no complaints to make at all, as regards through rates. Of course we would need to get through rates on other lines, too, which we wanted. Seventy per cent. of our goods go to England.

31202. Seventy per cent. go to England?—Yes.

31203. It is necessary for the proper conduct of your business that you should have facilities with regard to through rates to all places in England?—Yes.

The extension of through bookings into the North Eastern district of England required.

31204. And you have them, except to the North-Eastern and North Staffordshire?—I did not know about the North Staffordshire; on the North-Eastern we do a good deal.

31205 I do not know whether you heard the evidence to-day?—It is the first time I heard it.

31206. That there are negotiations going on, with a view, I suppose, of extending these through rates to the North-Eastern?—At present all our North-Eastern go by Silloth, and then round to the North-Eastern.

31207. Booked locally?—Yes, booked locally with York and other North-Eastern stations.

31208. If you have no complaints, and are satisfied with all the goods rates, what about the passenger fares? Do you think they are satisfactory?—I do not think so. I think the first and second class fares are entirely too high.

31209. In proportion to the third? What about the third?—They are a penny a mile; that is the legal fare.

31210. You have no complaints to make about that?—No, I do not think so. I think the excursion fares are exceptionally low—that is 3*s.* for 128 miles return.

31211. You do not complain of that?—I think it is too low in proportion.

31212. Too low for whom—for the people?—If they can afford to carry them by the ordinary train at that, the ordinary fares are too high.

31213. Would you be surprised to find it is quite possible to carry them profitably at 3*s.* on special excursions?—I am not talking of a special, but an ordinary train.

31214. I expect they are carried by special train?—No, it is by ordinary train.

31215. At any rate it is the first time we have heard about the fares being too low. With regard to the second class. I suppose you will agree with the evidence that has been given before us, that there is too great a difference between the second and third class fares?—Entirely too much. The second class fare is $1\frac{3}{4}d.$

31216. It is 75 per cent.?—And the first is $2\frac{1}{4}d.$, and the return fare is rather more than two-thirds extra in some cases.

31217. In your judgment, it would benefit the people of Ireland if the second and first class fares were reduced?—Yes.

31218. Are you aware of the enormous proportion of third class passengers carried in the country?—Oh, yes.

31219. As compared with first and second?—Yes. I do not think it would be very much less if they were to reduce the standard rate of the first and second class as a great deal of the receipts are from excursions and traders' tickets, and, of course, they would not be reduced. It would not influence the revenue received if the standard fares were reduced so much, as it would appear to look on paper, from the returns, and the receipts.

31220. In other words, the first class receipts shown in the returns embrace the traders' tickets and the periodical tickets, which would not be affected by a reduction of the ordinary fares?—No. In 1870 the second class fares were all advanced at the time of the boom of the war. The single fares were reduced some years after, but the return fares never were reduced.

31221. Do not you think that if the third class was made less it would encourage a larger increase of traffic?—I do not think so. I do not think the traffic is in the country to increase very much.

31222. With regard to train services, have you any observations to make upon that point?—I think the present service on the Great Southern and on the Midland is as much as you can expect.

31223. And as much as the traffic would justify?—As the traffic would justify.

31224. To make it remunerative to the railways?—Yes.

31225. And that an additional service might be an advantage to a few, but it would be out-weighed by the disadvantage to the railway companies?—I do not think it would pay at all.

31226. Are you of opinion that the Irish railways have been managed in such a way as to give every encouragement to the industries of the country?—I think, in past times, they were not. They were inclined to get all they could out of the industries. When a man started an industry they were inclined to get as much as they could. For instance, taking the jute spinning industry. If they had not met us in rates we would have closed the works and taken them away. In fact, we almost gave an ultimatum.

31227. Of course that would mean an enormous loss to the district. You have 600 or 700 hands employed?—We pay over £8,000 a year in freight.

31228. In wages?—No; in freight. In Clara we pay over £21,000 a year in wages.

31229. And you say that if it had not been for the railway companies meeting you with reduced rates you would have had to close the establishment?—We would.

31230. Does not that point in the direction that if the same policy was adopted it would tend to encourage other industries in other parts of Ireland?—I think the time is too late for that—for trying to create industries in the Midlands or Southern part of Ireland. There is no labour in the country, for one thing; and any industry that you start, if it is in competition with the foreigner or the United Kingdom or America, it competes with the products of those countries. You could not possibly start a new industry in the Midlands or Southern counties that could stand on its own feet, unless after many years. You may pour capital into it for years, which would be to lose capital, very much the same way as our own. There is this difference about Clara, that it has been a manufacturing district for eighty years, and the inhabitants were all brought up from children as textile workers—handloom weavers. Every house in our district was at one time built for four handlooms, hand-spinning of flax.

31231. That exists in other parts of the country too?—In some parts.

31232. I have seen it myself?—The Crimean War closed up all the hand-looms. We had eighty handlooms worked ourselves.

31233. The foundation of your business is jute, and the whole of it is imported?—Yes.

31234. There is nothing grown?—The great competitors are Dundee and Calcutta.

31235. And Ritchie's?—The London works are shut up long ago.

31236. I am speaking of Dundee?—They have the Dundee place.

31237. What you say is that your principal competitors are Dundee and Calcutta?—Yes.

31238. *Chairman.*—I think you are of opinion that the railways of this country should be practically unified into two systems?—I think that would be the most economical way.

31239. That is the first time, Mr. Goodbody, that two systems have been suggested to us. We have had one system suggested. We have had three, or four, or five, but I don't think we have had it suggested before that two systems would be sufficient. In your judgment, that would be sufficient for the proper development of the trade of the country?—I think that two systems would be quite sufficient.

31240. One for the North and the other for the South?—Yes; take a line practically across the Midlands.

31241. Are you in favour of any general reduction of rates if amalgamation took place; would you be in favour of the Treasury subsidising the railway companies for any loss sustained, compensating them for loss induced by the reduction of rates?—What I should have suggested is this: there are many of these leased lines, baronial lines, in difficulties where the working expenses nearly eat up the receipts. You cannot expect the railways, in the event of amalgamation to take over these lines, to buy them, for the present cost, or anything like it, or even at the baronial guarantees. Some of them would require a great deal of money to be laid out on them.

31242. Most of them?—Most of them, in fact. Most of these railways. The Balfour railways, such as the Galway and Clifden line, were made at the expense of the Government, and then handed over to the Midland Company, practically free; handed over to them to work. Something of that kind would be a practical way of getting rid of these difficulties.

31243. Someone would have to provide and be responsible for the capital?—Do you mean the companies.

31244. I mean that so much money has been spent on these railways in the hope of earning a profit, and you say you would hand them over to the railway company free?—I think that is a question for the State or the Government.

Suggested transfer to the State of the financial responsibilities of the guaranteed and State indebted lines.

31245. That is what I am coming to. In these cases do you say that the State should come in and relieve the district of its outlay, that these railways should be handed over in a proper condition to the railway companies, the big companies, and that they should work them to the best advantage?—Yes, the only control I would have would be that in all cases they should be worked to the satisfaction of the Railway Commissioners.

Proposed transfer of the Irish Railways free of financial burdens to two large companies.

31246. The present Railway Commissioners?—Whatever Railway Commissioners there are.

31247. The Railway Commissioners in England know nothing about railway working?—We have a Railway Commission in Ireland.

31248. What Commission?—I don't know what it is you call it. The Commission you apply to with complaints.

31249. Yes, that is in cases of dispute with the companies. But they know nothing about railway construction? You mean some authority appointed by the State?—Yes. They would see that the companies acted fairly as regards these particular lines.

31250. Do you think that the Board of Trade regulations—witnesses have given evidence here on that point—have been too exacting, and that this has increased the cost of making and working these lines?—I think there should be some elasticity about it; there is too much of the cast iron about their rules. Take the Banagher Railway. There is one engine on seventeen miles of line, and it goes backward and forward, and yet the whole is worked on the block system.

Some relaxation of the Board of Trade rules in the case of small lines and branches recommended.

31251. There is no necessity for that under the Board of Trade regulations?—Well, the block system is in operation there.

31252. It is not necessary?—I am not going into that; I cannot say.

31253. If an undertaking is given that at no time will more than one engine be on the line at the same time there is no necessity for the block regulations?—Of course you have to deal with it as a specialist. I cannot go into that kind of thing.

31253A. I think that is all I need ask you.

Examined by Lord Pirrie.

31254. I understand you to say, in answer to the Chairman, and I want to know if I am correct in it—that the time is too late when assistance can be given to Irish railways, which would enable them to reduce rates and so increase industries and inland manufactures—in other words, that there are no people, that the population has so diminished in the inland districts by the neglect of the past that you don't think it would be any use trying now?—Well, take our own works for the last thirty years. We could have given employment to fifty girls more many a time if we could get them, and at the present time if we could get suitable girls.

The difficulty presented by the decreased population to the development of new industries in Ireland.

31255. I only want to be quite sure as to your views. Owing to the want of people in the inland districts you fear it is too late for any great industrial prosperity to be brought about in those inland districts?—Yes, particularly in an industry that has to compete with England or any foreign country, whatever it is.

31256. I agree with your remark, whatever it is, if the article produced has to enter into keen competition?—If you take the population from 1871. We

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started our works in 1864. The population decreased in the King's County from 75,000 to 60,000.

31257. And this in spite of your works and others?—Yes. Take Westmeath from 78,000 to 61,000.

31258. If you gave an increased wage, sufficient to induce people to come back from England or from Canada, you could not afford to compete with other manufacturers?—Not at all.

31259. Where do you import the jute—at what seaport?—All through Dublin.

31260. Do you import direct?—No, mostly through London, Liverpool, and Dundee.

The impracticability of importing jute direct from Calcutta to Ireland.

31261. Would you not be able to get it cheaper by getting it direct, from Calcutta say, or Bombay?—Yes, but the cargoes are too large for us. The getting of a cheap rate of freights has been rather a handicap to Irish industries. In the old days cargoes of 2,000 and 3,000 came to Dublin. I took that myself. Then we had to take cargoes of 7,000 to 9,000.

31262. That is bales?—Yes. Now it is 40,000.

31263. There is now a very large type of carrying steamers, and they go to a district, or a particular centre, and you buy cheaper there than you would if you imported direct, and you pay smaller rates?—Yes.

Suggested reduction of ordinary passenger fares instead of issuing cheap excursion tickets by certain trains.

31264. Well, now the next point. I want to be clear and to see if I agree with you. I take it your view is that it would be more beneficial to the people of various inland counties if, instead of having this large number of cheap excursion trains, the railway companies would have lower regular fares—in other words, to reduce the regular passenger fares, so that passengers could all go at the same, but a reduced, rate, and take off the excursion trains. That, you think, would be better for the people generally?—I am sure it would. If you take the result of the Exhibition business, you will see there that you have cheap fares every Thursday from the district in the ordinary trains. What is the result? The pressure is taken off every other day of the week, and they all crowd down to the Thursday trains, which are overcrowded. The trains on that day are late; everything is disorganised.

31265. So that these excursions disorganise the trade of the village or town?—Everything is disorganised by them.

31266. For the sake of the regular trade of the village or town you would prefer regular cheaper trains, and you do not think that the railway company would get less money as a whole?—Oh, no; I think they want all the money they can get.

31267. You would not reduce the income by taking the people cheaper in ordinary trains instead of in excursion trains?—No.

Examined by Colonel Hutcheson Poë.

31268. Of the total quantity of jute imported into Ireland two-thirds is for you?—Practically the whole.

31269. Out of 3,428 tons, 2,600 odd come to Dublin, that is principally for you?—We take more than 2,800.

The Clara and another small factory in Waterford the only jute factories left in Ireland.

31270. Then the whole of the 3,400 would be for Clara? I may say these figures don't profess to be accurate, they are the returns of the Department and are only approximate figures, but that is not material just now. What other places are there?—There are only the two places. The other is a small thing in Waterford. All the others have failed.

31271. *Chairman.*—What—all failed?—All the other places that have been established in Ireland have failed.

31272. *Colonel Hutcheson Poë.*—Is your business as largely developed as it can be?—I think so.

31273. *Lord Pirrie.*—You said you could employ, if you could get them, fifty more hands?—I thought you meant, Colonel Poë, the works, as regards extension of the works.

No room for further development of the jute spinning industry in Ireland.

31274. *Colonel Hutcheson Poë.*—If you could get the labour would you not do more, go further in that way even?—We could go to the extent that we have the machinery at present. I would not be inclined to increase it.

31275. Is it the difficulty of getting a market for your product?—We could not in this country.

31276. You are, of course, anxious to increase your output?—No, not in the conditions, the drawbacks, the labour question, for instance, and the conditions of life in this country. You would be astonished if you knew all the difficulties we have to contend with from the ideas of the people. Take one, for instance, we had a case three weeks ago; a child died fourteen months old; all its uncles and aunts and cousins stopped out two days from the works.

31277. *Lord Pirrie.*—Idle until the funeral?—Yes. Then there was a mission at Clara. We had to stop the works for eight mornings on account of those who attended the mission.

31278. *Mr. Sexton.*—Do not workmen often leave their work for sport and recreation in Glasgow, and many other places out of Ireland?—It was £160 out of their wages.

31279. Which they sacrificed for their spiritual benefit, I suppose?

31280. *Colonel Hutcheson Poë.*—I won't pursue that point?—The drink question. That is one of the greatest curses.

31281. That is not on the increase—I hope you don't find it so. Generally speaking, there is not the same tendency to drink that there was a few years ago?—It is worse. Further, there are Sunday sports, Sunday football. That is one of the worst things we have to contend with now. I daresay the Great Southern and Western Company could tell how many specials there were into Thurles for a football match between Kildare and Kerry on one Sunday in the summer.

31282. I see you put forward the necessity for more imports and lower rates for raw material?—We require that, not in the jute trade so much. It does apply in the other trades. There are some rates that really are unfair. For instance, the rates of the Great Southern and Midland, where they carry flour cheaper than wheat.

31283. *Chairman.*—Cheaper than the raw material?—Yes, cheaper than wheat.

31283A. *Lord Pirrie.*—That is very common.

31284. *Colonel Hutcheson Poë.*—Give us some of these rates?—If you take the rate to Birr, they charge 9*s.* for wheat, and 8*s.* for flour.

31285. *Chairman.*—From Dublin?—Yes. Take Westport. The rate is 10*s.* 6*d.* for wheat, and 8*s.* 6*d.* for flour.

31286. Dublin to Westport?—Yes.

31287. *Mr. Tatlow.*—Perhaps he will state the quantities?—They are both the same quantities. One hundred ton lots.

31288. *Chairman.*—The conditions are the same in both cases?—Yes, both 100-ton lots.

31289. *Colonel Hutcheson Poë.*—And in both cases the rate for flour is considerably less than for wheat?—Yes, it is; just what I have said, 8*s.* 6*d.* for flour, againt 9*s.* for wheat.

31290. It is to the advantage of the country to get in wheat rather than flour. It takes about twenty tons of wheat to make fourteen tons of flour. If you manufacture the flour you get bran and pollard, which are important elements in the feeding of cattle and other stock. A ton of flour would produce about half a ton of bye-products. That is a necessity for this country. The cattle dealers have to import it, and they would rather we imported wheat than flour?—Oh, yes, certainly. All raw material. Coal is another thing—the rate as a rule has been too high for coal.

31291. To the inland stations?—Yes, where there has been no competition.

31292. You can give instances of the through rate. In my part of the country, Abbeyleix, the rates for coal, the import rates, are very low. I don't think it is a high rate. What do you call a high rate?—In speaking of the rate for coal, I meant that it would be an advantage, in fact almost indispensable, if we are to at all assist the present industries that coal should be carried as cheaply as possible. It is really the foundation of everything in the way of manufactures.

31293. The whole import of coal is very small, except in the North, for we have very few industries that require much coal. If these industries could be brought to the front, the importation of coal would be larger, and special rates might be given, but in the present conditions I don't think there is any great cause for complaint as regards the rate for coal?—I am only speaking about its effect upon manufactures.

31294. I was very sorry to hear you say that the time, in your opinion, was too late as regards the recreation of any industries. By that I suppose

you mean we are starting so late in the day, and so handicapped by the industries which have already got the lead of us, that it would be difficult to make headway in this country?—The labour question would be the first difficulty—training and the labour question.

31295. Unfortunately, one of the reasons why the people in this country spend, as you have described it, a good deal of time in unproductive results, or even attending to their spiritual wants, is that for a long time they have had nothing to do except to depend upon agriculture for a living. If these industries were created and developed, that spirit of apathy and want of perseverance would disappear to a great extent. It might take time, but it would largely disappear. If they had industries as in Scotland, if only on a small scale, but probably on similar lines, that spirit might disappear?—I don't think you would ever resuscitate any industries in the Midlands and the South except very minor small things.

31296. But you know as well as I do that at the end of the seventeenth century we had flourishing industries of various kinds, which were strangled and put out of existence. But their existence, and the way in which, under the most adverse conditions, they more than once reasserted themselves, proved the natural and industrial aptitude of the people, and if they got a chance they would come to the front again. You know as well as I do that by legislation, by political causes, industries were absolutely crushed out of existence. You have, no doubt, read something of both the majority and minority reports recently issued by the Committee of Inquiry into the working of the Agricultural and Technical Department, and both these reports—Mr. Micks is in a minority, and makes some strong observations—but even the majority, who do not go so far as he does, say that the necessity for reviving and creating industries in the country is manifest—while Mr. Micks advocates largely increased funds and powers for such a purpose. That was a Commission largely composed of English gentlemen, properly qualified, and quite independent. That, generally, is the view they take. Do you agree with that veiw?—I don't think it will ever stop emigration. We cannot stop emigration from our own works.

31297. You cannot, because of the conditions of the great majority of the pepole and their dependence upon the land, and there are greater attractions in foreign countries, in America and Canada; but if you give the people some other outlet, I think that emigration might be stopped. At any rate, it is right to assume that there is something to be said for the view of these Commissioners who have reported so recently in the direction I have just said. Now, supposing the State did not absolutely give direct aid to the development or the creation of industries, lest it might mean competition with existing industries, for of course there would be some objection raised to that by traders—do you think that some industries might be given indirect assistance by or through the railway companies, in the rates being reduced to the lowest possible, the minimum, in order to develop them in that way. Could we not develop industries in that way?—I think the only assistance could be given in the manner in which I have suggested. It would not do to give assistance to particular industries. You could not give as much as would enable them to succeed. If you carried some things for nothing it would not enable new industries in these lines to be started.

Examined by Mr. Acworth.

31298. I gather that you both spin and weave—your industry is ordinary commercial jute: it is not fine art carpets, or anything of that kind, it is rough work? It is a finished product, and most of it goes out of Ireland?—Yes, 70 per cent.

31299. Do you supply a large part, roughly, of the Irish demand for sacking and so on?—Yes, I do.

31300. Is there an Irish trade?—We have practically the best of it.

31301. That takes 30 per cent. of the output of your works?—Yes.

31302. You speak of the advantage of low import rates. Your point, I think, is that the import rates on raw material are disproportionately high compared with the import rate for the finished article? You give flour as against grain?—If you have a rate for the finished article the same price as the raw material it does not give Ireland a chance to manufacture.

Reduced rates for imported raw materials, and for steam coal would assist the home manufacturers.

31303. That is your point. And you think, also, that coal ought to be lower?—I think if there is to be any reduction in anything they ought to carry coal as low as they possibly can.

31304. It occurred to me on that point, that we have had a good deal of evidence as to the desirability of developing the Irish coal mines in Leitrim and the Queen's County, and suppose you reduce the coal rates it would make it less easy for them to develop than now, because you reduce the import rates to compete with them?—Our experience is that this coal from Castlecomer and these colleries would be quite useless for steam. It is not steam coal.

31305. It cannot enter into competition with the English or Welsh?—No.

31306. Not at equal prices?—There is no comparison.

31306A. *Chairman.*—He means it is no use for raising steam.

31307. *Lord Pirrie.*—The other is better steam-producing coal.

31307A. *Chairman.*—It is usually anthracite or household coal.

The acquisition of the railways by the State likely to injure rather than encourage industrial development.

31308. *Mr. Acworth.*—To come to a quite different point. You say in your proof that State ownership would be ruinous to industrial development; therefore, it would injure even the present industries?—Well, I think if you do that it will—take the Post Office as an example. How does it deal with developing things in the country—I won't say anything about Dublin. The Post Office is exceptionally slow in developing anything in the country. If you take the telephones, a trunk telephone was promised to the Midlands three years ago. They have been talking about it; they sent a man down to the district; they have been making inquiries; all this has gone on, but they are no nearer than they were before to it.

31308A. The State is not generally very forward in taking commercial risk—is that your view?—The Post Office would do nothing if they did not see an immediate profit.

31309. And you want a railway to take a risk by reducing fares?—The only way in which the country can be developed is by railways. You cannot expect the country to take up and develop the railways.

31310. Is that your view personally or of your firm?—It is the view of all the members of our firm.

31311. On the other hand, though objecting to State ownership, you think there ought to be only two companies?—I think it would be the most practical way of working it.

31312. Take a crucial instance. You are at Clara, and Clara, it appears, has two railways?—Yes.

The maintenance of competition between railway companies not considered vital if rates are not raised.

31313. Are you prepared to shut up one of them? Of course there must always be some places on the border line where there must be competition if there are only two railways even, but would you object to competition at Clara being abolished?—It would not affect us in any way if the rates were not raised.

31314. That is what you say—assuming rates remain the same you don't value the competition?—I don't, assuming the rates were not raised. I would not object so.

31315. You would not object unless it raised the rates. You don't attach any importance to competition?—In the past it has had the effect of reducing the rates.

31316. Does it still do that?—We have nothing to complain of now.

31317. You speak of past times when things were not as well as they ought to be. What date do you put to that?—I think in the nineties—1890.

31318. You remember the Allport Commission. Sir James Allport's Commission on Irish Railways, in 1888 the report came out?—I remember it at the time.

Many improvements recommended by the Allport Commission have been carried out.

31319. I don't know whether you date from that or a date rather longer. A great many things there recommended have been done?—Yes.

31320. About these light railways, small railways, there is plenty of precedent for compelling a company to sell. Compulsory purchase we all know. We can

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easily imagine a Government saying to the management of a railway, "We are going to buy you out." Could the Government compel a railway to buy? It would have to hand over this small railway to one of the two companies. Do you know of any precedent for compelling that, for compulsory purchase, compelling other people to take a thing over. The Government to buy up some small railway, and say to the company—the Great Southern if it is in that district—you have got to take over this small railway at our price, and work it?—If its revenue does not pay the working expenses there would be some compensation to the railway company if it was taken over.

The difficulty of dealing with the small unremunerative lines in any amalgamation scheme.

31321. What do you think about it—is the Government to fix the compensation or the railway company to say, "We won't take it over except on our own terms?"—I think that would be a matter of the whole scheme.

31322. You have not thought out how it could be worked?—They were lines of that kind, I think, handed over by the Government. My idea is that the Government would have to relieve these lines, all these guaranteed lines.

31323. That is no use—that is not the end of it. When the Government has got a little railway, how is it to get rid of it to the company?—I should say they should do the same as in the case of the Galway and Clifden line, hand it over to the company, and let them work it, hand it over in working order.

Suggested transfer of these lines to the large companies, "free, and gratis, and for nothing."

31324. Free, gratis and for nothing. That is what they did in that case?—I think so.

31325. Now, as to the question of one engine. Take Clara to Banagher. So long as you guarantee that there will be only one engine on it there is no need for block working. But you have got a guarantee that on that line of seventeen miles you won't run a special?—That is different.

31326. If you are going to put only one engine on you need not have block working. Don't you think that is a somewhat unnecessary provision—is that unnecessary?—I would not go so far as that. It might be considered if they were going to relieve the line, to save the expenses.

31327. *Chairman.*—I think Mr. Goodbody meant by his answer to my question this: On these little lines where there is very little traffic, the Board of Trade regulations applicable, say, to a London railway should not be exacted. That is what you mean?—Yes, but the question is too complicated for me.

The necessity for some latitude in the Board of Trade regulations for small lines.

31328. There should be some latitude?—Yes, some elasticity as regards small lines.

31329. As to the detail you don't know?—No; I do not want to go into that at all.

Examined by Mr. Sexton.

31330. You made one incidental observation directing attention to Sunday football—may I ask does that disturb business as much as the same game would on a week day?—It is not a question of the weekly playing at all. We have none on week days. I speak of the Midlands.

The irregular attendance of Irish factory workers.

31331. You have football at the time that causes the least disturbance to business?—Yes. It is not that I complain about. It is not so much about the Sunday, but the result on Monday and Tuesday. They are away on Sunday, and a good number stay till Tuesday. Our whole work is piece-work.

31332. Their absence on week-days would be worse than on Sundays?—There is no football on week-days.

31333. You have it here, however, in its least disturbing form?—I have only brought it in as an instance as regards drink.

31334. They can drink any day. As to the Missions, do you think an occasional absence—say once in a number of years—on the part of workpeople who are attending to their religious interests, makes them worse workpeople?—I don't like to go into that at all. I don't want to bring in the religious question at all.

The difficulty of profitable working increased by the statutory limitations as to working hours.

31335. You did mention it?—We don't work as we like in the textile trade. Under the Factory Act we only work certain hours. There is no elasticity about the Factory Act. We cannot open and close as we please. We must work between six o'clock and six o'clock. But it would answer if we were to be allowed more elasticity under the Factory Act, and if it gave us leave to take an hour off at the beginning and work an hour longer in the evening.

31336. You now complain rather of the Factory Acts?—It is one of the difficulties we have to contend with. Of course the factory has been in existence a long time.

31337. My point rather was that a rare absence from work for religious purposes is no more harmful than the absence for secular recreation, now becoming so frequent in England and Scotland?—Of course; one of the difficulties with regard to textile industries is with us; there are so many of those Saints' days, and we cannot keep the work in repair. We require to do large repairs occasionally, and our holidays are intermittent. For instance, take Friday week, and the first of November; it is a holiday, and we have to stop early on Saturday; it is only a five hour day.

31338. I see. Saints' days in Ireland are not so numerous as days of absence for recreation in England and other countries?—Well, I am comparing it with Dundee. The holidays there may amount to more in the year, but they all come twice in the year, and if you have any big repairs you may do them. We have to keep a standing spare engine in our spinning mill; we have one that has never been running.

31339. Why in Scotland they absent themselves from business for a week together for purposes which it would be mild to term recreation?—Not in the textile industry.

31340. Does your financial proposal that the public—not the Government, the "Government" is only a way of expressing the fact that it is the public—that the public should lend at 3 per cent., does that relate only to the guaranteed lines?—No.

31340A. Not to them?—I did not mean to allude to the guaranteed lines at all except to improve them.

31341. Well, you spoke of getting rid of the baronial guarantees?—Yes.

31342. I apprehend, therefore, your proposal is to lend to the lines that are subject to baronial guarantees?—My idea was that this portion of the baronial guarantee would have to be handed over. There are none of them profitable lines as far as I know. They would have to be handed over as a free grant, with the condition that they should be developed; the existing lines should be developed, not more railways.

31343. Do you propose that the Government should lend at 3 per cent. to all the railways?—If there was an arrangement made to have two systems, and if it became necessary.

31344. To enable them to make improvements?—Yes

31345. But improvements are now made out of revenue or by the creation of Preference Stock, are they not?——

31345A. *Lord Pirrie.*—Or Debentures?

31346. *Mr. Sexton.*—I call that Preference Stock. Is that so?—The improvements must now be made from revenue or Preference Stock. That depends upon whether they can raise revenue or raise Preference Stock.

31347. Yes; either out of revenue or by borrowing, by the creation of Preference Stock or Debenture?—Yes.

31348. You see, if the Government lent at 3 per cent. for improvements the company would have the revenue which would otherwise have been used for improvements, or interest on capital, and that revenue would be available for the payment of increased dividends. You would ask the public to give a subvention for the payment of increased dividends, which is hardly a practicable proposal. In the case of amalgamation into two systems, you would leave the rates as they are, and allow the increased profits to be disposed of at the discretion of the railway companies—the increased profits due to concentration of working?—Would the increased profits be so large as that, do you think.

31349. Whatever they might be. Do you agree that the working of one system would be far cheaper than the working of seven major systems, and a number of minor systems, as at present? Sir George Finlay said it would be 20 per cent. at least?—20 per cent. of the receipts?

31350. Of the working expenses?—The working expenses are about £2,100,000.

31351. About £2,500,000?—That is one-fifth of it.

31352. It would be half a million?—Well, that is a matter of opinion.

31353. Yes, certainly. I am endeavouring to elicit your opinion, and even if you put it at half that figure, it would still be very considerable?—If it was £100,000 it would be very large.

31354. Opinions vary, and I regard you as an expert, but it seems to me that the weight of opinion measures it at a far larger sum. I was sorry to hear you say, in answer to my friend, Colonel Poë, that it is doubtful whether any revision of rates would stimulate industries in Ireland. Of course you will admit that the agricultural output, at any rate, may be indefinitely stimulated by reduction of the rates of export?—Are you speaking of cattle now?

31355. I am speaking of the whole agricultural output?—Agricultural produce.

31356. Yes, everything that comes from the land, What do you say?—Well, supposing the total receipts are nearly £3,600,000.

31357. The gross receipts are over four millions?—Well, supposing you reduce that 25 per cent., that gives you £900,000.

31358. I do not suggest that you need reduce it by so much. We are only speaking now of the export rates, not of the whole receipts for traffic?—Would you carry cattle exported to Liverpool at a cheaper rate from Limerick Junction to Dublin than to Dublin for the Dublin market?

31359. No, but in view of the fact that the imports of food into Great Britain have been powerfully stimulated in the last twenty years by very favourable arrangements between Continental exporters and the British railways for carrying food supplies into Great Britain, I suggest if Irish export rates were reduced, so as to put the Irish producer on a more equal footing with the Continental producer the result would be to develop all Irish agricultural produce for the British market?—Of course, in regard to cattle, it is America and the Argentine and Australia that are the competitors, not the Continent.

31360. Well, speaking of all foreign agricultural imports?—Speaking of competition from foreign countries, it must be remembered that many of the steamers are under Government control.

31361. Yes; but a great part of the food to which I refer to comes from the Continent. The butter traffic and eggs and poultry come from the Continent. And, even as regards the meat traffic, whatever eases the pressure of rates upon Irish exports will give them a correspondingly freer access to the British markets?—Well, suppose you reduce the rates—I don't know exactly what the rates are—but take the rates on fat cattle from Limerick Junction to Manchester, which is somewhere about 15*s.* a head, there is the Manchester rate, which is probably 3*s.*, and the cross-Channel rate 4*s.*, which makes 7*s.*, out of 15*s.*, which only leaves 8*s.* from Limerick Junction to Dublin. If you reduce that 25 per cent. you reduce it by a sum a little over 2*s.*

31362. I take the evidence generally of those connected with the Irish export trade who have been before this Commission, and they say they have found that the rates from the Continent from foreign countries, have let in food supplies and filled the British markets, and, on the other hand, have found that the rates from the Continent plead that if the Irish rates were revised and made easier for them it would have an important effect upon their trade. Does your argument, your general view, "too late," apply at all to that?—I look upon the cattle industry and the agricultural industry as indigenous to the country. When speaking of Irish industries I was speaking of those not indigenous, like the textile industry.

31363. I began with agriculture, and I want to get your views as to whether a revision of export rates, in a sense favourable to the producer, would help to recover some of the ground Ireland has lost in the British markets and lost to Continental and other countries. The traders think it would. What do you think?—I think a good deal of it is visionary. For instance, 2*s.* a head won't make a great deal of difference in the cattle trade.

31364. There is very keen competition, and it may happen that even small reductions will better the position. The men who are trading every day think it would?—They are always glad to get any reduction they can.

31365. It would improve their position?—Well, if you take the fat cattle going to Manchester, three years old, and you only save half-a-crown or three shillings, it is only at the rate of a shilling a year.

The anticipated beneficial results from revised export rates regarded as visionary.

31366. I should be inclined to think we might take it from the men engaged in the trade, that if facilities given for the introduction of Continental food supplies into the British market have benefited the foreign producer, so also if something analogous was done in the case of Ireland similar results would follow. To come to the milling trade. I think you said the rate on flour is lower than the rate on wheat in some cases?—I gave two instances. They are not coincidences.

31367. At any rate flour is in the same class as wheat?—Yes.

31368. And that is rather an anomalous thing?—Yes.

The inclusion of flour in the same class as wheat an injury to the home milling trade.

31369. You are aware, I am sure, that we import more flour into Ireland than we produce in Ireland?—Oh, yes, I am quite aware of that. You are importing nearly £3,000,000 worth.

31370. Yes; the flour produced from wheat imported is not as great in quantity as the flour imported?—No. The offal from flour imported would produce 70,000 tons of offal if the flour was made in this country.

31371. The flour produced from wheat imported is not so much as the flour directly imported. Now, flour and wheat are in the same class—that is, the manufactured article is carried at as low a rate as the raw material. Is that so?—Yes.

31372. Now, suppose a revision of that, and suppose that wheat were carried to the Irish mills at a rate more favourable than the import rates for flour, would that not stimulate the milling of wheat, and increase the output of Irish flour?—Yes; that is rather what I am leading you to say, that the raw material should be carried at a lower rate than the manufactured article.

Suggested reduction in the rate for imported wheat.

31373. The importers of flour are so favoured by low through rates that they can send their flour to any parf ot Ireland at a lower rate than the Irish miller has to pay for his flour. Suppose the inland rates on flour were reduced, would that not have the tendency to increase the production of Irish flour?—The reduction on the rate of wheat?

31374. The reduction of the import rate upon wheat or of the inland rate on the transport of flour?—It would be quite sufficient to reduce the rate on the raw material, but I would not go any further, as you seem to suggest.

31375. There is now an import of flour to the value of £3,000,000 a year that can be produced at home?—Well, I mentioned there the conservative policy of the railways in the past, and it was a great deal owing to the conservative policy of the railways in the past. Of course, they cannot now raise the rates, and if they do anything it should be in favour of trying to carry the raw material at a lower rate.

31376. They are carrying the flour in at a lower rate, very much lower than the rate the Irish producer has to pay to send his product over the Irish lines—the inland rates do not give him fair play against the low import rate for the competing product.

The value of the Irish imports (Department of Agriculture returns).

31377. Have you ever examined closely the tables of imports in the return of the Department of Agriculture?—I have casually glanced over some of them in the papers.

31378. They amount at present to some £55,000,000 a year. If you look through this list of imports you will find in it many articles of common use and consumption, which require no elaborate process to produce them; would you not think it well that conditions of transit, favourable conditions, should be established to see whether these simple things could

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Mr. Robert Goodbody, M.I M.E. (Messrs. J. & L. F. Goodbody, Clara).

not be produced in Ireland for Irish market. At least should it not be open to those who think it could be done to make the attempt to satisfy their minds?—Well, if you lower the rate on one thing you will have to lower it generally.

The effect of placing the inland rates on a parity with the import rates, on encouragement of Irish industries

31379. Wherever it is found that an inland rate is higher, and thereby interferes with the production, do you thing it ought to be brought to something like a parity with the through rate?—It would be a financial question.

31380. Is not carriage an element in the cost of production; and if you lower the cost of production do you not improve the market?—The influence of carriage is very little on a high-class article.

31381. Wherever it is found that an inland rate is higher, and does interfere with local production, should it be brought into something like parity with the through rate with which it is in competition; that is the suggestion I would make to you?—I don't think that the through rate should be lower than the local rate.

31382. It is, in fact, usually lower in proportion to the services rendered?—In some cases it is.

31383. If, as you say, it is a very difficult thing to alter through rates, perhaps it would be easier to revise Irish local rates, and place them on an equal footing with the through rates?—It would become a financial question.

31384. Is not the cost of carriage an element in the cost of production; does it not affect the price?—It does, to some extent.

31385. If you lower the price of the article does it not widen the market of the person who produces it?—It would on some small things, but it would be a small percentage on a high-priced article.

The operations of the Clara jute factory.

31386. When I find men practically acquainted with the subject come forward to testify that the reduction which has been mentioned would make all the difference between a languishing and a thriving trade, I am inclined to pay great attention to them. Yours is really the only firm in Ireland engaged in the jute trade?—Yes.

31387. You import the raw material?—Yes.

31388. And very naturally you would like to get a lower rate on the jute?—I am not complaining about the rate,

31389. You would like lower rates on raw material, including the jute. You say so in your abstract?—I did not allude to the jute.

31390. Of course it is included?—Yes.

31391. You do not import the yarn as they do in Belfast?—No.

31392. There are no jute goods imported into Ireland?—There are the Calcutta goods.

The imports of jute.

31393-4. These returns cannot be put into competition with your words, but I quote them to explain my question. They are the returns of the Department. They state that the import of jute goods alogether was of the value of £125 in 1904, and £328 in 1905. Is there a considerable import?—We do that much ourselves practically in one week.

31395. Is there a considerable import competing with you in Ireland?—Yes, but it is all Calcutta goods with us. They compete with a rather lower class of goods than we have.

31396. They come from very far away—from Calcutta?—Yes.

The freight paid by the firm, and their attitude towards the Railway Company as to rates.

31397. Owing to your strong position, paying £8,000 a year in freight, you are able to take up a position of dictation in regard to rates?—We never took up a position of dictation to the railways, except practically to give an ultimatum, that we would have to close at one time.

31398. Yes, an ultimatum. There is no more effectual dictation than an ultimatum, if you have the power to enforce it. It was effectual?—It was at that time. That was a good many years ago.

31399. Have you special rates?—We have a cheap jute rate. There are the same rates all over the line.

31400. Owing to your formidable position, and owing to the freedom of action which enabled you to say to the railway—"We will take our industry away," you have obtained special rates, with which you are satisfied?—Yes.

31401. You are in a very fortunate position. You are in quite a unique position?—Yes; but we are the only jute spinners in the country.

31402. Even though you were the only jute spinners, unless the railway believed your threat was real, and that you might have taken away your industry altogether, they would not have given you special rates?—We have always—our object has been to be on friendly terms with the railway.

31403. Still, friendly or unfriendly, when they believed you might remove your industry they said—"We had better have the traffic at low rates than not at all." If they had not believed in your threat, and your capacity to give it effect, the fact that you were the only jute spinners would not have enabled you to enforce it. Now, surely, one in your fortunate position, holding a position of control in regard to the cost of freight, ought to be able to open his mind to the case of the ordinary manufacturer or trader in Ireland who finds himself, as he declares, hampered by the low through rates into the country, and who says home trade could be stimulated and extended in the country if he could secure some reasonable revision of the inland rates. Surely one in your position can see that there is in that case something deserving the attention of the legislature?—I do not know if it is some specific case you are alluding to.

31404. We have put the millers' case. We have the case of furniture. There is the case of stone for buliding, there is the case of slates, and there are numerous other industries that a reasonable reduction in rates would have the effect of stimulating. If I went through the evidence I could give you a long catalogue of them. Do not the conditions in relation to these industries satisfy you that if you diminished the cost of production by a reasonable diminution of the cost of carriage, you would enable Irish producers to compete more effectually than they can at present?—It would all depend upon what the amount of reduction was.

31405. Assuming that the amount of reduction be sufficient to affect the price in such quantities as are usually sold, do you think it would have a practical effect upon the market?—You could hardly reduce a ten shilling rate sufficiently to make a very large difference in the selling value.

31406. It might depend upon the number of tons to be sold. I think you will admit looking generally at it, without endeavouring to apply at this stage too minute a scrutiny, that if importers are helped, by low through rates, to the disadvantage of the producers in the country, it stands to reason that if the rates for their products—the Irish producers—are made to correspond, if they are made as much in their favour as import rates are in favour of the importer, it must necessarily give them better access to their own home markets?—It would be a very large question—a very wide question. I suppose you would not go so far as to make it a mileage rate?

31407. No, indeed; I should think not. But, if you have fifty-five millions of imports in this country, by the system of very low through rates in operation, and the home producer, struggling and handicapped by relatively higher rates (and that is the evidence), surely the local rate in Ireland for Irish products should be placed on a parity with the import through rate, and that would be an important improvement of the position of the home producer. There is no need to go any more into detail; I only put the broad proposition to you.

31408. *Chairman.*—I think Mr. Goodbody has admitted that some time ago. The local rates ought to be made comparable with the through rates. That is all, thank you, Mr. Goodbody.

Mr. W. J. O'Sullivan, examined by the Chairman. *Oct.* 18, 1907.

31409. Are you President of the Cork and South of Ireland Commercial Travellers' Association?—Yes.

31410. Now, we had a gentleman representing the Commercial Travellers' Association the other day. Did you read his evidence?—Yes.

31411. Do you agree with what he said?—Yes, altogether.

31412. Then you are quite prepared to support the evidence he gave on behalf of the commercial travellers of this country?—Yes.

31413. Is your association as large a one as the other gentleman represented?—No. It has a membership of about a hundred.

31414. But these hundred commercial travellers must be identified with a great many industries in Ireland?—Yes. Some of them are manufacturers.

31415. Now, what have you to complain about that was not brought under our notice by the other witness?—The want of reasonable connections at junctions on the Great Southern and Western Railway system particularly.

31416. That is a general grievance?—Yes. For instance, the 3.40 train from Clonmel, *ex* Waterford at 2.35, calling at Clonmel and Cahir, and getting to the Limerick Junction at 4.40. Passengers for Cork are dumped down for 1¾ hours before they get a train for Cork. The 3 o'clock train from Dublin comes and takes them. There is a train leaving Dublin at 12.30, which stops short at the Limerick Junction. Our complaint is that this train does not run through to Mallow, when a connection can be made at once for Cork. That would obviate a delay at Limerick junction of 1¾ hours, and it would also obviate a delay at Charleville which passengers for Cork have. They leave Limerick at 5.20, arriving at Charleville at 6.30, and they have to wait for this three o'clock train from Dublin, which means an hour's delay on a cold, bleak station, which is very painful, in winter especially. Now, if this train that I speak of, leaving Dublin at 12.30, were to run through to Mallow, it would relieve the congestion that exists on the three o'clock train from Dublin

31417. What do you mean by the congestion?—I mean congestion of the third class carriages in particular.

31418. Do you mean that the train is full?—Packed from the Limerick Junction down, and it is very uncomfortable travelling in third class carriages.

31419. You would then obviate the delay at the Limerick Junction, and get into Cork in decent time?—Yes, at 6.45 instead of 8.35. It would mean only running a train from Limerick Junction to Mallow.

31420. What is the distance?—About 35 miles.

31421. Have you represented that to the railway company?—Yes, repeatedly.

31422. Were any good reasons given by them?—They "could not see their way."

31423. *Mr. Smyth* (G.S. and W.R.)—The distance is thirty-eight miles.

31424. *Chairman.*—Now, we have that, as regards the delays at the Junction. You have no general complaint that the trains are unpunctual?—Oh, yes.

31425. Do you mean to say as a rule or occasionally? Is it a substantial grievance?—It is a very great grievance. For instance, the connections at the Junction are often lost by commercial travellers leaving Cork. I could give you an instance. A commercial traveller leaving Mallow last month, going to Abbeyleix, left Mallow at eight o'clock in the morning. The train, supposed to arrive at Maryborough at eleven, was three-quarters of an hour late. Owing to that fact the train for Abbeyleix had left Maryborough before it arrived. The next train to Abbeyleix was five o'clock in the evening. My friend tried the whole town of Maryborough to get a car to drive over; but there were some military manœuvres going on in the neighbourhood of the town that day, and he could not get a car. And the result was he lost his entire day's visit.

31426. *Colonel Hutcheson Poë.*—You only get manœuvres once in five or six years?—Well, it was very unfortunate for him you had them that year. Another case is this. Passengers in Cork wanting to go on the Limerick and Waterford section; the trains are often late, and when they arrive at the Limerick Junction the train if often gone. Take the train that runs in connection with the 7.20 from Cork. The train leaving Cork at 7.20 a.m. is due to arrive at the Limerick Junction at 9.9. The train I speak of—that for Cahir, Clonmel, and Carrick-on-Suir, is supposed to leave at 9.20; but occasionally it happens that this 7.20 train from Cork, when it arrives at the Limerick Junction is twenty or twenty-five minutes late, and the train has left the Limerick Junction for these stations. That leaves the passengers who want to go to Cahir, Clonmel, and Carrick-on-Suir on the Limerick Junction for a period of three hours. That this should exist at a junction where one company owns the two systems is certainly a very serious matter of complaint, and a great cause of grievance, in the loss of time that it causes to us commercial travellers. The Kerry train service from Cork is insufficient. For instance: the first train from Cork to Kenmare is 9.30 a.m., due at Kenmare at 1.13; no train leaving Kenmare until 7.20 p.m., arriving at Cork 11.30. So that a passenger from Cork to Kenmare and returning has to devote from 9.30 a.m. to 11.30 p.m. for this journey of 74 miles. We consider that this important town, only 74 miles distant, and having large trading connections with Cork, should have a connection by first morning train, Cork to Tralee, leaving Cork at 8.30. Great inconvenience is caused to Cork travellers that the 1.50 *ex* Tralee does not call at Gortatlea, Farranfore, Rathmore, or Millstreet, though Dublin passengers or passengers south of Lismore have the privilege of getting trains stopped.

31427. *Chairman.*—Of course, you have reported this to the railway companies?—Yes.

31428. Now, what about third-class carriages?—We complain of the want of heating arrangements in cold weather and over long journeys, which we have to take occasionally. It is rather dismal to have to sit in a third-class carriage for a length of time—for some hours—without any heating arrangements whatsoever.

31429. You mean foot-warmers?—Yes, or the other system.

31430. Then, you suggest lavatory accommodation?—Yes, the absence of lavatory accommodation. We suggest that on all trains there should be lavatory accommodation.

31431. Where do you find lavatory accommodation on all trains?—The Great Southern and Western Railway Company have it on their main line, and there is no reason why they should not have it on their branch lines. Take the line from Mallow to Cahirciveen.

31432. But on a branch line lavatory accommodation is not required so much as on a main line?—It is absolutely necessary in a journey between such places as Mallow and Cahirciveen. The distance is long, and the district is largely patronised by tourists; and there is an immense traffic going over that particular portion of the line. Very often there are carriages with no lavatory.

31433. But I suppose all the new carriages are fitted with them?—But, as a rule, they are left on the main line and not given to the branch I speak of. Take the journey from Farranfore to Cahirciveen—a distance of fifty miles; sitting for two hours in a train, without lavatory accommodation, is rather antediluvian and out of date now.

31434. I don't know about antediluvian?—It is certainly not up to date now.

31435. Then, you mention waiting-rooms?—Yes; third-class waiting-rooms. There are some stations on the Great Southern and Western Railway system where the accommodation for passengers waiting at the stations is very scant indeed. Tipperary Station, for instance—there is not a single chair in the waiting-room, which is as large as this room. There are benches at the side of the walls—two forms. These rooms are disgracefully kept—dusty and dirty.

31436. That is a general waiting-room, I suppose?—Yes. At Cahir there is no waiting-room whatsoever. There is "waiting-room" written up, but they are used as offices, parcels offices, etc., for the accommodation of the station staff.

31437. Now, we have had a great amount of evidence about second-class fares. You agree, I suppose, that they are out of proportion to the third?—Yes, my association asked me to impress that upon the Commission very strongly. The proportion averages from 35 to 75 per cent. in the difference between second and third class fares.

Mr. W. J. O'Sullivan, President of the Cork and South of Ireland Commercial Travellers' Association.

Insufficient passenger train service in the Kerry district (Great Southern and Western Railway).

Complaints as to the heating of third class carriages, and the provision of lavatory accommodation.

A general improvement in the waiting room accommodation required.

The disproportion between second class and third class fares.

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31438. Where do you get 35 per cent.?—We compute it from 30 per cent., I should say.

31439. But where do you get the 30 per cent?—I can give you an instance.

31440. Are you certain about that?—Yes. On the Great Southern and Western Railway, I mean.

31441. On the Great Southern and Western Railway they have instances of 30 per cent.?—I think so.

31442. We should like to have that?—I might mention that it is for a rather short distance, but I can let you have it. The Great Southern and Western Railway have not changed the fares that existed on the late Waterford and Limerick Railway, which worked out in some cases from 35 per cent.

Proposed revision of the second class fares on a basis of 20 per cent. over third class.

31443. Well, what your association says is that the second-class fares should be approximately settled on some similar basis to what prevails in England?—Yes, anything up to a difference of 20 per cent. And I am perfectly satisfied 90 per cent. of the commercial travellers, instead of going third-class, would be glad if they got a difference of 20 per cent. only in the second-class.

31444. 20 or 25?—We consider 20 quite high enough. There are many reasons for this. In the first instance it would relieve the congestion of third-class carriages; next, it would, on long journeys, be pleasurable for us to travel, which is not the fact now, and it would obviate the difficulty which we have of travelling, as on market days. It is most uncomfortable; third-class carriages are so crowded. They are more like luggage vans, crowded with groceries and provisions of all kinds. People come in with these things after making their purchases on Saturday at the different stations on the line.

31445. Then, on all grounds there is no question it would be an advantage to the members of your association at any rate, and they would avail themselves of it if the second-class were anything about 20 per cent. above the third?—Yes. And, instead of the revenue being decreased, in my opinion it would be increased.

31446. That is, as far as your travellers are concerned?—And the general public also, I should say.

31447. They would follow?—Yes.

31448. Now, give us some cases of the second and third-class fares?—Cork to Emly, third-class fare, 4*s.* 3*d.*; second-class fare, 7*s.* 2*d.*, a difference of 73 per cent. From Cahirciveen to Cork, third-class fare, 9*s.*; second-class fare, 14*s.* 8*d.* That is a difference of 63 per cent. From Cork to Carrick-on-Suir, third-class fare, 6*s.* 10*d.*; second, 11*s.* 6*d.*, a difference of 67 per cent.

The abolition of second class fares on the Cork and Bandon Railway.

31449. Take one of 75 per cent. Take one on the Cork and Bandon?—That existed on the Cork and Bandon Railway, but since we prepared this evidence the Cork and Bandon Railway have dropped their second-class fares and carriages. They have dropped the second-class altogether, which we consider rather a retrograde movement, and they have reduced the first-class to under what the second-class fares were before. But still the great difference that exists between third and first-class, between 50 and 60 per cent., is prohibitive.

31450. The second-class fares are abolished, and they made first what the second used to be?—Lower than what the second-class were.

31451. Still lower?—Yes, still lower, but still the difference is between 50 and 60 per cent. above the third. And, in the opinion of those travelling over the line, that is rather a retrograde movement, because that only relieves a certain class, that is the moneyed class who would go first-class no matter what the price was, and the people who would travel second are deprived of the opportunity of doing so. They will not go first because the railway fare is so very high in comparison with the third. There is another item in connection with travellers taking luggage. There are some travellers, representing drapery houses, and out of a journey of seven weeks they spend only two weeks on the Great Southern and Western Railway system. It would not pay them to take a pass for their luggage, which is £20 per annum, for this short time. The other railways, the Cork and Bandon and the Cork and Macroom have a different system. Their system is: you take a first-class ticket for yourself to your destination and another first-class ticket for your luggage. Some men who travel on the Great Southern and Western Railway for a couple of weeks out of their seven weeks would think it rather hard to pay at the rate of £20 a year, and I know a number of them who actually send their cases by common car and go the journey themselves by railway, on a third-class fare. Whereas if the Great Southern and Western Railway issued to these men either weekly passes for their luggage or charge them as other companies do, it would be an advantage both for the company and for the commercial traveller.

A more liberal policy as regards the conveyance of travellers' samples advocated.

31452. But surely the luggage ought to be limited. Do you mean that any quantity of luggage should be taken by commercial men?—Well, the company allow us to take 12 cwt., according to the passes they issue. I may as well say 12 cwt. is not sufficient. The more samples we take the more goods we sell, and the railway company benefit thereby.

31453. The bulk of what you carry is samples?—It is samples that we take only.

31454. Twelve cwt. of samples, is that so?—Yes; I take sixteen cwt. myself.

31455. Of draperies?—Yes.

31456. At any rate, you say that it is not unreasonable to suggest that you should be able to take your luggage with you on the Great Southern under an arrangement similar in effect to that on the Cork and Bandon?—Yes, that is for travellers spending a short time on the line. I myself do not object to pay £20, because I spend five weeks out of the seven on the Great Southern and Western Railway. But I speak of those who spend only two weeks.

31457. Smaller men?—They are not exactly smaller, but they have a greater trade over the Cork and Bandon Railway.

Examined by Mr. Sexton.

31458. Your complaints relate entirely to one system—the Great Southern and Western Railway, including its junctions with other systems?—Yes.

31459. One of the remedies suggested in the evidence is an amalgamation of the companies, so that there should be three or four systems left. Now, if that were done, one of the three or four systems left would be the Great Southern and Western Railway, with the smaller southern lines absorbed into it. Would that go in any way to meet your complaint?—I scarcely think it would in the matter of the connections, as I have given instances—such as Limerick Junction and Mallow.

31460. You think it would leave them pretty much as they are?—Yes, in the matter of connections.

31461. And you say you come to support and endorse the evidence given on behalf of the Commercial Travellers' Association?—Yes.

31462. Does your Association agree that the best solution in the public interest would be to take over these lines and work them as a united system, under a representative body?—Yes.

31463. You adopt, then, the principles of public purchase, representative authority, and expert management?—Yes.

Examined by Mr. Acworth.

31464. Do you work about Waterford, Tralee, and Limerick?—Yes; I go to Tralee, and as far as Carrick-on-Suir, and into Limerick.

31465. Are things better or worse than they were before the amalgamation of the Waterford and Limerick with the Great Southern and Western?—There is little or no improvement.

31466. There is just one other point. You put your point fairly enough as to these irritating delays and want of connections at stations. But, presumably, the railway companies have some reason for not complying with your wishes? It is not pure cussedness. Do you ever get a talk with them about it. You have written a complaint, I take it?—Yes.

31467. And you got a letter, I suppose, containing a civil answer that it would be looked into; and then another civil answer saying that they regret that they are not able to comply with your wishes?—Yes.

31468. Do you know the reasons why they are not able?—No, they never gave us a reason why they could not extend that train from Limerick Junction to Mallow.

31469. You never got a talk with them about it?—No.

31470. Do you think that, if you had opportunities of having discussions on these subjects, it would tend

to get reforms in some cases, and show in other cases why they could not be given?—Undoubtedly. And I may mention, as regards that, that one of the members of the Irish Commercial Travellers' Association did have an interview with Sir William Goulding with reference to the luggage question, and easier relations have existed since then. That upholds the principle of your suggestion, which I approve of.

31471. Personal discussion across the table would smooth matters a good deal?—Yes.

31472. And, whether the railways be in public or private hands, you would think it would be a good thing to have some organised arrangement of meeting between the customers of the railway and the managers?—A very good idea.

31473. You know that that does happen in Germany, and is a great success?—Yes. The railway companies, as a rule, are reasonable to commercial travellers. They treat us rather decently as regards the week-end—Friday to Monday—tickets. And when occasionally a member of the Commercial Travellers' Association got speaking to one of the managers of the railway easier relations have resulted.

31474. When you are refused facilities that seem to you reasonable, and you do not know why you are refused, it is not satisfactory?—Yes.

Examined by Colonel Hutcheson Poë.

31475. Your Association gets the benefit of a special fare, does it not?—We get Friday to Monday tickets at single fares. The ordinary public get it at a fare and an eighth.

31476. So that in that way they did make a concession to you?—Yes.

31477. When you speak of the second class fare, and the disparities under the existing system, you know that the railway returns show a decrease in the second class?—Yes.

31478. And you attribute that to the high fares and the bad accommodation?—Yes.

The probability of a reduction in second class fares, increasing the companys revenue.

31479. And do you think that a redress in that direction would be largely availed of by third class passengers?—Undoubtedly. A large number would travel second class, and the revenue of the railway companies would be considerably increased.

31480. You only speak in reference to the Great Southern. You have no experience of other lines?—The Cork and Bandon is a case where they have dropped the second class, and the Cork and Macroom is another.

Complaint as to unsatisfactory station accomodation on the Great Southern Railway.

31481. But your complaints as to the bad station accommodation and so on, do they apply to those systems also?—No; I cannot say that.

31482. Then your chief grievance in that respect is confined to the Great Southern?—Yes.

31483. And not to the smaller branch systems in the South of Ireland?—No.

The Commission then adjourned till the following morning, at eleven o'clock.

FIFTY-SECOND PUBLIC SITTING.—SATURDAY, OCTOBER 19TH, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Right Hon. LORD PIRRIE, P.C.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. J. J. MAGUIRE, Solicitor, examined by the CHAIRMAN.

Oct. 19, 1907.

Mr. J. J. Maguire, Solicitor, Dublin.

31484. Mr. J. J. Maguire. You are a solicitor in Dublin?—Yes.

31485. You have made the railway question a study?—Yes, I have. I am a shareholder in some of the railways, and it is my own interest to study it.

31486. Of course you are acquainted with the Irish railway system generally?—I am.

31487. Do you consider it is different from the railway system of England and Scotland?—I should say that it is; much the same with regard to arrangements, and, of course, there is a difference in regard to rates. The principle of private ownership prevails in both countries——

The Commercial conditions in Ireland call for different treatment to England as regards railway policy.

31488. I am now speaking with regard to traffic carried on the railways?—As regards the traffic it is perfectly different, because the two countries are entirely different. Ireland is wholly an agricultural country, with the exception of Belfast and that district in the North of Ireland. When you consider the case of England and Scotland—I take the two countries together. Take England—of course it is the centre of the commerce of the world, and take Ireland, a country with practically no commerce—no commerce to compare with England—anyone would say that a system which would suit the one country would be utterly unsuitable to the other, because in Ireland, in certain districts, you have to develop traffic. The country is poor and the means of paying railway rates are not the same as in England, and, secondly, the private ownership system, in my opinion—

31489. One minute. We will make that the subject of a separate question. The Irish railway system generally began about 1830?—I think most of the Irish railways, as far as I can judge from my reading in the matter, were constructed about 1845 or 1850. I am wrong, perhaps, with regard to some of them.

Mr. Drummond's recommendation to the Government to construct the railways of Ireland in the "forties."

31490. Do you remember the then Chief Secretary making some proposals?—It is only a matter of historical reading. Mr. Thomas Drummond—in my reading of history of the time—I found that Mr. Drummond, who was then Chief Secretary, proposed, as the railway system was then extending throughout the Continent—it commenced in England and spread to Belgium—he proposed (and, perhaps, he was one of the ablest Under Secretaries that Ireland ever had, although he was not an Irishman) that the Government should undertake the construction of railways in Ireland.

31491. It was not accepted?—It was not accepted from various causes, because, unfortunately, in the country it appears to be, as far as politics are concerned, the battledore and shuttlecock of the different political parties at the time, and the reasons may have been against it. At all events, I believe at the time, judging by my reading of the matter, it was favourably entertained, but it was laid aside for some reason or other.

The Irish Railways constructed by private promoters, aided by the State in some cases.

31492. And the railways were then provided by private parties?—They were; but, with regard to some of the lines, they could not be constructed without State aid. Taking that portion of the Great Northern Railway from Dublin to Dundalk, I believe portion of that line was constructed with State aid.

31493. That is something new. I have not heard that before. Dundalk to Dublin is a separate undertaking?—That is my recollection. I think it was the Dublin and Dundalk.

31494. That was a separate undertaking?—It may have been.

31495. It was before the amalgamation?—I know, from my reading of the matter, that several lines could not be constructed without State aid.

31496. *Mr. Acworth.*—They got a Government loan?—Yes.

31497. And has it been paid off?—Yes; I refer to the inception.

31498. *Mr. Sexton.*—There were loans and also grants?—Yes, loans, I think, principally—loans and grants in some of the poor districts, but I know there were large sums advanced.

31499. And in the main, what Mr. Acworth says is correct, that the moneys advanced out of the British Treasury were repaid?—Yes.

31500. *Chairman.*—Have you any idea how many Boards there are in Ireland?—The conclusion is forty, and, of course, you include the Boards of a large number of railway companies.

31501. That includes all of them?—Every one.

31502. Do you think it would be to the advantage of Ireland if all these railways were amalgamated into one system?—Undoubtedly.

31503. And do you agree with the proposed State purchase of these undertakings?—I think it is the only solution of the difficulty.

31504. What, in your judgment, would be the advantage of the acquisition by the State of the Irish railways?—In the first place you would not have, as at present, forty different systems in a poor country, and a small country too, and then, these different railway systems have antagonistic interests—they serve certain districts—and, of course, the directors of a railway in a particular district naturally considers the interests of that particular district, and of their own shareholders, and certain districts must be better served than others, and certain districts, without any facilities or facilities of a very poor description, and then, if you had one railway system throughout the whole of Ireland it would be a great advantage to the country in this way—that poor districts would be helped. At the present time it is impossible to get capital for the poor districts, because capitalists would naturally consider immediate return for their money, but if the Government worked the whole railway system in this country they would naturally help the poor district and they would have a chance, which they have not at the present day, of developing traffic and getting facilities for getting to the markets of the world, and would do away with the expensive system at the present time. Taking the experience of forty Boards and their secretaries and staffs, if you had one general system you would have great saving of expenses. Nobody could doubt that.

31505. Those are the various reasons why it would be an advantage?—Saving of expense and uniformity of rates.

31506. Do you think that what we have heard so much about—preferential rates for imports—would exist?—They would not.

31507. To the advantage of Ireland?—Yes, because, in the first instance, the public authorities, representing the Irish people, and responsible to public opinion, could not, naturally, on account of public opinion, grant preferential rates, which are granted now, and you would not have the spectacle of railway companies granting preferential rates to imports and discouraging the native exporter.

21508. I suppose that you cannot expect the railway companies to make substantial reductions in rates?—I fail to see how they could do it at the present time, for this reason. They are private property—the property of the shareholders, and they must regard the interests of the shareholders, first of all. A public authority, having the railways of Ireland, would naturally regard the interests of the public. Of course the private railway companies are perfectly right in looking after the interests of the shareholders. What else would they do. Secondly, in the case of a proposed reduction of rates the first consideration would be the effect on the dividends. Then, if you attempted to reduce the rates you may take it merely as an experiment which might possibly increase the business of the railway company, but, at the same time, it might decrease the dividends, because the corresponding increase of business might not be equal to the expense incurred, and consequently it might be a loss.

31509. *Mr. Sexton.*—There might be a decrease of net profit?—For some time, at all events, perhaps.

31510. *Chairman.*—Are you aware of the Trustee Act of 1893?—I am a solicitor, and I know it.

31511. You know the object of the Act?—It was passed in 1893, and the object of the Act was to extend the list of investments of trustees. Before that the list of investments was rather restricted—consols and certain Government securities—and this Act therefore extended the list of investments to include debentures and preference stock of railway companies, provided the railway company paid a dividend of not less than 3 per cent. for ten years previously.

31512. *Mr. Acworth.*—On the ordinary stock?—Yes, on the ordinary.

31513. *Chairman.*—If the ordinary stock was in jeopardy it would seriously affect the debenture and preference?—It would, undoubtedly.

31514. It would mean removal from the list?—Yes, and the result would be that debenture and preference and guaranteed stock of the railway company which reduced their ordinary dividend below 3 per cent. would cease to be a trustee security for a period of ten years, and unless the dividends were resumed and paid for ten years it would not be a trustee stock at all. The directors of any railway company, considering that fact, would naturally say, "If we reduce the rates probably the dividend will be reduced below 3 per cent., say, to 2¾ per cent., and that would mean a perfect slump in the price of our debenture and guaranteed and preference stock, 3 per cent. or 4 per cent." The ordinary stock would go down, too, because they all hang together, and consequently I do not see how any Board of Directors would think of reducing the rates on account of those circumstances created by legislation.

31515. That is to say, under the present system you do not see that any great reduction can take place, and it would not be fair to the railway companies, by any legislation, to enforce it?—It would not be to the interests of the shareholders.

31516. You have been in Belgium?—I have.

31517. And you know that the railways there generally are the property of the State?—They are, with the exception of one portion of Belgium—about Liege.

31518. I said "generally"?—Yes.

31519. Are you of opinion that the prosperity of the country, in a great measure, is the result of State ownership of the railways?—I should say to a great extent.

31520. Are you aware of the passenger fares?—As far as my own experience goes—I only go on my own experience—passenger fares appear to be very moderate.

31521. Much cheaper than in Ireland or in England?—Much cheaper. You can get a circular ticket for the whole of Belgium for 25*s.*, and that is cheap enough.

31522. And these cheap facilities for passengers, and the low rates for goods, tend to develop the country to a very large extent?—Undoubtedly.

The public benefits derived from State railways in Belgium and Germany.

31523. Do you know anything about Germany?—I want to make a remark about Belgium. I was reading the excellent work of Sir Emerson Tennant, written in the year 1836—he was a well-known authority in certain economic matters—and he had visited Belgium about 1835, and he says that Belgium then had set an example to other European countries in the way of State construction of railways.

31524. *Mr. Sexton.*—That was before it was "the Clapham Junction of Europe"?—Yes, the railway system was only in its inception.

31525. *Chairman.*—What was the date?—1836.

31526. There were very few railways then?—He referred to the wisdom of the step taken by the Belgium Government.

31527. The same as Drummond did here?—Yes. If the same had been done here the results would have been, perhaps, to a great extent, the same.

31528. I suppose you are aware that Germany has State railways?—Oh, yes; there are State railways—a system of State railways, there in the Kingdom of Prussia at all events, which comprises the greater part of Germany.

31529. And they favour the export rates?—Yes.

The assistance to the export trade given by the German Government by low railway rates and bounties.

31530. In fact do everything they can to encourage exports?—The Government helps the export trade in every way—not alone by low railway rates, but by bounties.

31531. I do not know that I need ask about the salary of the officials?—The working is very economical.

Examined by Mr. Sexton.

31532. I wish to make as clear as possible the effect of the Trustee Act in creating an obstacle to the reduction of rates. It is a fact that one of the great lines in Ireland now pays an ordinary dividend of 3 per cent.?—Yes.

31533. And another—I think we might call it the greatest line, pays about 4 per cent.?—Yes.

31534. Now your argument, as I understand it, is that if the directors of the line paying 3 per cent. were to grant reductions in the rates they could not expect to be recouped immediately—they would have to wait for recoupment, and wait a longer time for profit—and in the meantime the ordinary dividend would necessarily sink below 3 per cent.?—Yes, and then the securities would cease to be trustee securities, and the damage is done. The law is that unless the railway has paid an ordinary dividend of 3 per cent. for ten successive years.

The obstacle of the Trustee Act of 1893 to all-round reductions of rates under the existing Irish railway system

31535. *Chairman.*—I do not think that that is the law?—That is my view.

31536. *Chairman.*—Ten consecutive years?

31536A. *Mr. Acworth.*—Yes, that is it.

Witness.—As a solicitor, I know.

31537. *Mr. Sexton.*—The Stock Exchange Guide says that—"During the last ten years the following companies paid dividends of not less than 3 per cent. in any one year on their ordinary stock, and the debentures, rent charge, guaranteed, and preference issues may, therefore, be purchased under the Trustee Act of 1893." The payment of one dividend under 3 per cent. would break the succession?—Certainly.

31538. Then, in order to restore the pre-ordinary stocks to trustee security rank there would have to be a 3 per cent. dividend, continually, for ten years?—Yes.

The effect of a reduction in dividends on trustee stock below three per cent.

31539. And then if there was another break, that would postpone it for another ten years—Yes.

31540. And the immediate effect of one reduction below 3 per cent. would be that while, I suppose, trustees who had invested in the stock already might retain their stock, no trustees could further invest in it?—It would be illegal.

31541. The consequence would be a lack of purchasers for the stock, a great fall in its value and a sympathetic fall in the ordinary stock beyond that caused by the fall in the rate of the ordinary dividend?—Undoubtedly.

31542. You regard that as an insuperable obstacle to reductions of the rates?—Yes, insuperable.

31543. In the case of that line, and even in the case of a line paying about four per cent., which is the case with the greatest line, you think that reduction of rates would be too risky?—Too risky entirely; simply an experiment.

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31544. It appears, therefore, that the operation of the Trustee Act does interpose a very serious obstacle in the way of reductions?—Undoubtedly.

31545. But if there were a public system, with public stocks for a united system of railways, you would apprehend no such difficulty?—There could not be under a public system.

The system of charging the cost of unremunerative renewals, etc, to capital accounts condemned.

31546. Let us take another question. Are you aware of the system in Ireland and England (and, no doubt, in other countries, but certainly in these), of charging the cost of renewals and other works which do not bring in an increased revenue, to capital account?—Yes; it is most reprehensible.

31547. Most reprehensible?—Yes.

31548. To put it plainly, charging these works to capital account means paying for them out of borrowed money?—Certainly.

31549. And raising the money by the creation of pre-ordinary stock?—Yes.

31550. Unless there is an extension of net revenue the creation of these pre-ordinary stocks reduces the interest of the ordinary shareholders?—Undoubtedly it depreciates the value of the investment—every addition to the preference and guaranteed stock and debentures.

31551. The interest on the borrowed money—for these renewals—comes out of the fund till then available for the ordinary dividends?—Certainly

31552. I am not contesting the necessity of the works but only suggesting to you that unless there is an extension of net revenue, the continuance of this practice must necessarily diminish the interest of ordinary shareholders?—There is no question of it.

31553. And would you say, if it is continued long enough, that interest will be extinguished?—If it is continued at the same rate as for several years past the interest will be very small.

No prospect of an increase in revenue of net profit on the Irish lines under present conditions.

31554. Do you see any reason for anticipating, on any Irish line with which you are acquainted, an extension of either revenue or net profit under the present system?—I do not see any at present; but we cannot tell what the future will bring forth; but, taking the present conditions——

31555. Taking the present conditions—foreign competition, emigration, and the absence of manufactures?—Yes.

31556. Then it would seem that the practice of charging these expenses to the capital account, and gradually encroaching upon the residue left for ordinary dividends does threaten the interest of ordinary shareholders with diminution of value, and ultimately with extinction?—Undoubtedly.

31557. Especially in lines paying three per cent., or thereabout on the ordinary?—Yes.

31558. Well, now, suppose, for any reason a company could not issue new securities and had to take the cost of these works to which I have referred out of revenue, would not that, immediately, in the case of certain lines bring the dividend below three per cent., and cause the disaster you have described?—It would, undoubtedly, because they would have to provide for the ordinary dividend, and if they are reduced below three per cent. it ceases to be a trustee security, no matter what the cause may be.

The substitution of State ownership for the present system suggested in the interest of the shareholders and the Country generally.

31559. Would you say that the public, if they owned the railways and worked them in a united system, could, by reason of the saving on purchase, and saving also in the united working, make a better hand at financing the lines than the companies can ever do?—I am inclined to think they would. That is my opinion. Certainly they could not do much worse than the present companies.

31560. Would you say that the sooner the shareholders can transfer to the public the better for the shareholders?—Undoubtedly.

31561. When you speak of State purchase do you mean purchase by the British Government, and control by a British State Department?—I would not have any control by a British State Department, but that it be controlled in the interests of the country.

31562. You are, perhaps, aware that the Government, according to a jury of their own selection, do over-tax this country, and have persisted in overtaxing it more and more since the verdict was delivered?—Oh, yes; since the Union, in fact.

The transfer of the control of the railways to a purely Irish authority advocated.

31563. If that be the course of the Government in the question of taxation, and if the Government bought the lines, and administered them, through a Department of their own, do you think that the profits of the lines, if they once found their way into the British Exchequer, would ever find their way back to Ireland, either in reductions of rates and fares, or in any form whatever?—Not at all in my opinion.

31564. On the other hand, if the lines were purchased by an Irish authority, acting for Ireland, and responsible to Ireland, have you any doubt that any increase in profits thereby secured would be used for the benefit of the Irish public in the reduction of rates and fares?—Naturally they would.

Examined by Mr. Acworth.

31565. I observe, Mr. Maguire, that your evidence contemplates that the result of the reduction of rates would be a loss to start with?—Well, with regard to the railway companies, it might be, but then the uncertainty, I put it——

31566. Your point is that they cannot afford to reduce the rates, because, to begin with, it would reduce the dividends?—It probably would reduce the dividends, but when you look at it from this standard of the Trustees Act, it is a matter of uncertainty.

31567. You expect that it would reduce dividends, to start with?—Probably it would, for two or three years to come.

31568. Then it would produce the same effect if it was done by the State instead of by private companies—it would reduce the net receipts to start with?—That is a matter of opinion. It might for a time; but, with the encouragement given to industries it would produce a very increased revenue.

31569. After a time?—How could a private company make reductions.

31570. There is no reason why the reduction of rates, resulting in the reduction of net profits, should not apply to Government just as much as to a private company?—The two principles are not the same at all. The private company considers the interests of its shareholders.

31571. That is not the question. You agree that if the private company reduces its rates it would have a loss to start with?—I do not say it would—probably.

31571A. *Chairman.*—It would probably.

31572. *Mr. Sexton.*—He says the uncertainty is enough to prevent it.

31572A. *Mr. Acworth.*—I quite follow, but there would be just the same result whether the Government did it or the private company?—But the two stand in a different position.

31573. I agree. Please do not think I want to make you say anything you do not want to say. Then the Government would have to contemplate the possibility of being short?—For a time.

31574. I quite agree?—That is all a matter of conjecture.

31575. If there were a shortage where would the money come from?—The over-taxation of the country.

31576. By extra taxation?—Yes, from the overtaxation.

31577. From the famous 2¾ millions?

31577A. *Mr. Sexton.*—From the infamous 2¾ millions would be the better term.

31578. *Mr. Acworth.*—You, of course, contemplate, I know, that there would be great economies by putting the whole thing together?—Undoubtedly. That is my opinion. When you imagine forty boards and their officials that must amount to a great economy.

31579. Do you know there have been two instances in the last two or three years, on just about the same scale as the Irish railways? There were eight water companies in London and they were put together, under a board, and the purchase price came to about forty millions—about the cost of the Irish railways. Do you know that the new Board are spending more on administration than the whole eight companies did two years ago?—I suppose it is extravagant management. You can manage anything extravagantly.

31580. Do you know that the Swiss Government two or three years ago bought the railways there, and they are spending more on administration than all the separate companies?—I am not aware of it.

31581. It would not alter your view?—It is the first time I have heard of it.

31582. Does not it seem as if there might be some reason that it would not result in economy?—There might be special reasons in Switzerland. It is a very mountainous country.

31583. That would not affect the expense of administration. The companies managed to do it cheaper when there were half a dozen of them than the Government, when there is only one. The country did not get any more mountainous?—There are, I suppose, difficulties in a country like that that do not occur in other countries.

31584. They are a thrifty race—the Swiss—and very good hands on money bargains, or are generally supposed to be. Let us take another point. You spoke of preferential rates and said they would not be allowed by the Government?—Yes.

31585. What is a preferential rate?—Placing the importer at an advantage over the producer.

31586. And if you favour the exporter, is that a preferential rate?—It is a preferential rate, but it is in favour of the country.

31587. Then a preferential rate means a rate that somebody does not like?—I consider a preferential rate is a rate to the disadvantage of the country. If you favour the trade of another country at the expense of your own it is naturally an undue preference.

31588. We know what undue preference means in law, but I was rather puzzled the way you used "preferential rate"?—I took the general meaning of the term. In this country we understand rates that are granted to the foreigner to the detriment of the native producer to be preferential.

31589. To the detriment of the native producer. Then a very low rate to let Irish butter get into England is a preferential rate in Ireland?—I am only speaking—

31590. It is a preferential rate in Ireland?—How would it be a preferential rate in Ireland?

31591. You would not call it a preferential rate?—I am now speaking of Ireland.

31592. When that butter gets into England, and if the rate is paid in England, does it become preferential then?—If it is charged lower, I suppose, than the native producer can send it to London.

31593. I am afraid I have not got it quite correctly yet. Let us go to another point. You spoke of Belgium. I gather you consider that the private railways compared unfavourably with the public railways?—About Liege.

31594. I happen to have here—I was reading it just as you spoke—a comparison between the two, in an official French report. Do you know that in the year 1902 it was proposed that the State should buy up the Nord Belge, which is the principal private line about Liege?—No.

31594A. Would you be surprised to know that when it was proposed there was very strong opposition to it in Parliament on the ground that the management of the companies was infinitely more businesslike than the management of the State railways?—I have not heard.

31595. It is a report to the French Senate on Belgium railways?—It was not the Belgian Parliament.

31596. The report quotes the debate in the Belgian Parliament, and one of the objections that were given was that the servants in the private railway were so much better off than the servants on the State railways?—I have not heard that.

31597. Just one other question about Belgium. Have you paid any attention to the financial results?—I have not considered them very much, because the opportunities are few here of getting information in the matter.

31597A. I have here a quotation from the chairman of the Budget Committee in the Belgian Parliament, where he says—"We neither know where we are in the matter of paying off the debt, nor where we are going."

31598. *Chairman.*—That was answered, you know, by the Minister.

31598A. *Mr. Acworth.*—I am aware.

31599. *Mr. Sexton.*—Quotations of controversial speeches in a foreign Parliament, put to a witness in Ireland!

31599A. *Mr. Acworth.*—I only wish to ask Mr. Maguire whether his attention has been called to that question?—I have not heard.

31600. I do not ask anybody to take that as final, but, if one side is put, it is desirable that attention should be drawn to the other side?—It is difficult to get information.

31600A. Therefore, I quite agree, it is dangerous to take it from one side only. You spoke about the German export rate?—Yes.

German export rates.

31601. And the German gives low rates for the export of German products to foreign countries?—Yes.

31602. That is part of the German Protectionist character of German Customs legislation. It is all of a piece?—I suppose it is; but the Customs certainly favour the native producer.

31603. Certainly; but exactly as the Customs favour the native producer by heavy duties on the foreigner's goods trade, if he comes in to compete?—I suppose they believe in protecting native industry.

The adjustment of rates so that Irish trade may meet foreign competition on an equal footing advocated.

31604. I gather you would approve of the same thing?—That is a question which does not arise before this Commission. Of course they should be favoured, as far as possible.

31605. The native producer should be favoured. That is your view?—Yes.

31606. It would not be natural for a country that, rightly or wrongly, works on a Free Trade basis, and refuses to favour native industry by its taxes, to do so by railway rates?—I do not see why that country should allow its railways to favour foreign importers at the expense of its own.

31607. I agree, Mr. Maguire, but we are not discussing favouring foreigners?—Is it not a question of favour?

31608. It is a question of favour, no doubt. The railways in this country are supposed to keep the balance even, and not to favour one or the other?—If they are they do not observe it.

31609. I won't ask you. They say that they do. That would be the natural thing in a country which does not favour the native over the foreigner by its tariff?—It would be in a country carrying on a Free Trade system. It would naturally consider that——

31610. It would do the same in railway rates as in Customs duties?—That is an entirely different matter,

31611. *Chairman.*—No; I do not think so?—It is different, because, with regard to protection duties, there would be, for the protection of native industry, but, with regard to railway rates it is an entirely different thing. Take a foreign producer who sends by water at a low rate of carriage. Then, of course, unless the native producer has some advantage, he won't be able to compete with the foreign producer at all—he will be driven out, because if he sent his goods any distance by railway he would be driven out. I think the Free Trade principle could not apply. If you put them on equality, by granting equal facilities that way——

31612. I want to get the broad, general question. Would it, in your view, be reasonable that the railways should be run on what I may call a Protectionist system while the Customs duties of the country are imposed on a Free Trade system?—The two are quite different.

Suggestion that the railways should be run on a Protectionist system.

31613. You do not see any incompatibility?—I do not see any incompatibility. The two things are different.

31614. *Mr. Sexton.*—I want to ask you whether the rates on foreign imports to Great Britain are not now more favourable than the rates for Irish exports to England, and whether the low import rates into Ireland are not more favourable than the inland rates in Ireland?—They are more favourable.

The low import rates into Ireland more favourable than the Irish inland rates.

31615. Does not that operate as protection?—It does, but not to the producer in the country.

31616. And when we ask for equalisation of charges between the Irish exporter to Great Britain and the Continental importer also between the importer into Ireland and the Irish manufacturer—do not we ask for the removal of protection and the substitution of equality?—We do.

31616A. *Mr. Acworth.*—Accepting those facts, there is no difference between us.

31617. *Mr. Sexton.*—Just one question about the Belgian system. While the test of a private system might be profit—profit merely—must you not also consider, in such a case as that of Belgium, not simply what the profit is, but if the system has produced a great reduction of rates and fares, or great development of the prosperity of the community?—That is the first consideration.

The test of a State system of railways—first public utility, afterwards profit.

Oct. 19, 1907.

Mr. J. J. Maguire, Solicitor, Dublin.

Examined by Colonel HUTCHESON POË.

31618. With regard to the question of what you call preferential rates, I gather you would be in favour of having a higher rate on foreign goods—we will not go into what kind of goods—but, generally speaking, that foreign goods for the same quantities, and under similar conditions as home goods should be charged at a higher rate?—I think they should be for the same distance. There might be certain exceptions where, if you impose the same rate, it might be a disadvantage to the native producer.

The question of differential treatment of foreign goods in the matter of rates.

31619. You are aware of that question of differential treatment by the London and South-Western, and some years ago there was a celebrated case in Southampton, where this very case arose. An objection arose to low rates for imported goods sent to London, *via* Southampton, and the judge held that simply because the goods objected to were foreign goods, as he called them—imported goods—that that differential treatment did not constitute a preference. You are aware that is so?—I may have heard it.

31619A. *Chairman.*—I think, Colonel Poë, that was the South-Western, and I was in it. The whole contention was the large consignment.

31620. *Colonel Hutcheson Poë.*—And that justified preferential treatment?

31620A. *Chairman.*—It was because it was a large consignment.

31621. *Colonel Hutcheson Poë.*—I quite admit that the conditions under which imported goods can come into Great Britain are against us. The conditions under which we are unfortunately, obliged to send our goods handicap our producers; but the law, as it is at present, legalises that differential treatment?—It should be altered.

The principle upon which privately-owned railways give reductions in rates.

31621A. And until the law is altered you really cannot complain. On what principle does a privately-owned railway company give reduction of rates?—The first consideration would be whether it will affect the dividends.

31622. I do not mean that. That is not the point. Assuming the rate for any commodity is 10*s.* a ton, and the railway company gives a rate of 5*s.*; why does it do so?—I suppose it expects a considerable increase of traffic, which might recoup it for the low rate.

31623. That is one reason, and I suppose the necessity of perhaps keeping traffic which, unless a lower rate were given, would go in some other direction is another?—Yes.

31624. We will assume that a railway company as at present owned, acts in the interests of its shareholders?—What other way would they act?

Private railway companies always timid and disinclined to reduce rates by way of experiment.

31625. Then, if they think the low rate would give them extra traffic it will be to the interest of the railway company, because it will reduce the cost of handling and working expenses, and increase the dividends, and in such a case, do not you naturally think a railway company would give that reduction in their own interest?—Companies are naturally timid. It is an experiment to a certain extent, and it might not turn out to the satisfaction, and might reduce the dividend, and then there is the question of Trustee Stock.

31626. My question is, that by the reduction they would create a traffic and larger dividends. Is it your case that the railway companies do not sufficiently grasp the fact that by reduction of rates they would create traffic?—I think it is the position of the dividend of the principal companies with regard to the Trustee Act—the risk of going lower.

31627. What you mean to say is, that if they give a temporary reduction in the hope of attracting traffic it would involve temporary loss, and that also, when once given, it would render it impossible to bring the rate back again if the traffic did not pay?—The consideration that would weigh would be, I think, this:—"If we reduce the rates then it may probably increase the traffic and revenue, but it might not, and then the dividend standing at 3 per cent, if it is reduced one iota, it will mean that our debenture and preference stock ceases to be trustee securities."

The question as to the treatment of large as distinguished from small lots of traffic on a State-owned system.

31628. You are aware that once the rate is reduced it would be difficult to raise it to the old level, and, I suppose, in that way you consider a private company would be afraid to make the experiment?—Yes, afraid to experiment.

31629. You are rather in favour of State aid as against amalgamation. Do you think a State-owned system would be able to differentiate in regard to rates to the same extent as a private system?—There is no comparison between the two at all, because the private companies always consider the shareholders.

31630. My point is this—do you think a State-owned railway would be able to give exceptional rates for exceptional traffic to the same extent as a privately-owned railway?—I have no doubt, and to a greater extent.

31631. You have stated that you studied this question as to foreign countries. Do you know that one of the great objections to State-ownership in regard to foreign countries is the rigidity and inelasticity in regard to these rates. They find that if they give a special rate to you, for a special quantity, they are obliged to give it to others—and it is the same in this country—but where the ownership is in the hands of the State, that such an Act would lay them open to a charge of preference and unfair treatment, and, as a matter of fact, in Prussia and other countries, the exceptional rates that are given in this country and in England, do not prevail to the same extent. Would that be a valid reason—that exceptional rates is one of the chief objections? We had the evidence given by Sir Joseph Ward, and he said that in New Zealand, I think, the rate was the same for one thousand tons as for one ton. Do you think that would be in the interests of the country—it might be in the interests of the small distributor or the small producer, but would it be in the interests of the whole community, that where a man was able to build up a big business, that he should be, I do not say penalised, but deprived from still further extending that business by a fixed rate which would not allow of his getting any differential treatment when he sent away enormous consignments? Do you think that would be in the interests of the whole country?—It is a strange case.

31632. That is what prevails in New Zealand—that rigid system for one ton or a thousand tons. I gather you consider that if the railways in this country were in the hands of the State the primary function would be to help industries in every direction?—I should say so.

31633. The receipts would go into a common fund—the idea would not be to make anything beyond a moderate interest on the cost of construction, and everything beyond that would go towards reducing the rates and fares?—I should think so.

31634. You spoke of the Belgian system. Apart from the Belgian main lines, which, of course, are principally in the hands of the State, you are aware that there is a very large system of secondary railways in Belgium in the hands of the National Society of Railways?—In certain districts.

31635. There is something like 2,000 miles at work, and half the capital is provided by the State and half by the companies, and something like 1,200 miles more are under consideration. Do you know that the receipts of that system, apart from the traffic on the main lines, are something like £6,000,000 a year?—I was not aware.

31636. And that the State, in addition to finding half the capital of that great system, gives it special privileges in the way of exemption from taxation on their lines and rolling stock, and so on?—I am not aware of that.

31637. You admit that that must be very much to the advantage of the Belgian community?—I suppose it is.

31638. Would you go so far as to say if—as I have said the system is being extended in every direction, something like 1,200 miles being under consideration—if in the case of a country rich in population, rich in resources, both manufacturing and agricultural, such as Belgium—if the policy of the State is to still further develop that country, if it is possible to further develop it, and to give special facilities and exemption, such as I have spoken of—do you think it would be a fair argument to say that in the case of a poor country such as this—poor in population, lamentably deficient in any industry, and dependent solely on agriculture—such a policy would be still more justified?—A policy that would encourage the industries of the country.

31639. If such a policy has been, and is being pursued in Belgium, which is infinitely richer than we are, would not it be more justifiable in this country?—You would have to consider the merits of the system, but I consider the only solution is State purchase.

31640. *Mr. Sexton.*—State purchase, defined as you have defined it?—Yes.

Examined by LORD PIRRIE.

31641. Just one question about State purchase. You seem to be clearly in favour of State purchase, because you think the great reductions that are given by the State railways to products exported would be an advantage in this country. I refer to this because I think you did not quite grasp Colonel Poë's statement as to German State railways giving large reductions to encourage an export traffic, but they give it to every person alike, and that, you consider, would be such an advantage to the Irish producer that you would like to see the Irish railways owned by the State for that purpose?—Certainly.

31642. You agree with me that it is largely owing to this great reduction of export rates by the State railways in Germany that the industries in that country are growing up so quickly?—That is my opinion and the opinion of every German I ever came across.

31643. In answer to Mr. Sexton, you stated that the railway companies in Ireland very frequently spend large sums of money, charging it to capital account, to put their line and their works into proper condition, and that you thought that that was going on year after year, to the impoverishment of the railway company, but are not you aware that the Board of Trade have actually a form regulating the manner in which all accounts shall be kept, and that the auditor is responsible to see that this is done?—It has never imposed the least check in the way of capital expenditure.

31644. Do you think that the auditor, for the sake of getting the income-tax for the Treasury, say, passed accounts which are improper?—It is a mere formality.

31644A. *Mr. Sexton.*—I am raising no question that the expenditure is unnecessary or is not according to law. It may be quite necessary, and entirely according to law. My only point is this—that whenever expenditure, whatever its character, does not return an income, then, if new capital is raised for it, the interest on that additional capital diminishes the residue left for ordinary shareholders.

31645. *Lord Pirrie.*—I only asked the question because of the answer given by Mr. Maguire. I do not think you meant, in answer to Mr. Sexton, that there was improper expenditure, but you do not suppose that if the railway company considers an extension or alteration of stations necessary, which cannot possibly bring in any direct revenue, it should not be done?

31646. *Mr. Sexton.*—Not at all?—It should be charged to revenue.

31647. *Mr. Sexton.*—If you borrow new capital, the interest in the new capital diminishes the amount available for the ordinary dividend, unless there is an increase of revenue?—It should be a charge on revenue.

31647A. *Lord Pirrie.*—Not at all.

31648. *Chairman.*—I do not see why. I will put it down in two words. You know the difference between capital and revenue accounts?—Yes.

31649. Anything additional to a line—to what it has got—should go to capital?—If it would be a permanent addition.

31650. I am not speaking of a permanent addition. You spoke of an extension of the line?—I say an extension would be a different thing—the question of a new line.

31651. *Lord Pirrie.*—Then you agree that any sum that it is necessary to expend upon a station or extend a line should not be from capital?—It is a different thing extending a station and extending a line.

31652. You do not charge against the railway companies that they are doing repairs out of capital?—I am afraid a lot of them are.

31653. *Chairman.*—Now, Mr. Maguire, you do not for a moment suggest that anything improper has been done with reference to the accounts of shareholders?—I am not speaking of anything improper, but the question was not here. I think some of them that should have been charged to revenue have been charged to capital.

31654. You say that the railway companies have charged to capital what they should have charged to revenue?—That is so, in some cases. Of course I am putting it, there are some exceptions.

31564A. You know, Mr. Maguire, you are a solicitor, and you should not make these charges unless you can prove them.

31655. *Lord Pirrie.*—That is what I was coming to.

Mr. Sexton.—I hope Lord Pirrie will allow me to make my position clear. I did not, by any question of mine, challenge the propriety of expenditure. I simply said that in the case of certain expenditure, if it is charged in a certain way, the effect is to diminish the interest of the ordinary shareholders.

31656. *Chairman.*—Increase the capital and reduce the amount of the revenue.

31656A. *Lord Pirrie.*—In your statement the charge was against the auditor of the railway companies—I presume a public auditor, responsible to the share holders and to the public who are buying the shares. In other words, you accuse the auditor of having passed a thing that is not correct?—What I said was that it is not preventing the increase of capital of the Irish railway companies.

31657. I only ask one other question. Have you any instance showing that any one of the companies in Ireland have done what you stated in your evidence?

31657A. *Chairman.*—Where they have charged to capital what they should have charged to revenue?

31658. *Lord Pirrie.*—That is what I mean. It would strengthen your evidence?—I cannot call to mind at the present moment. There may have been some instances, and of course there are.

31659. You have no evidence in proof of it?—I have not the facts before me at present.

31660. If you find any facts before this Commission ceases, I think we are entitled to have them?—That is a matter with regard to particular railway companies that is scarcely necessary—because the shareholders discuss their matters together, and it is scarcely fair to single out any particular company.

31661. *Mr. Acworth.*—Might I just say one word on that? I think the real difficulty has arisen from the double use of the word "improperly." If you charge to capital the repairs of the road—ordinary everyday repairs—that is improper in the sense of being a thing no auditor ought to pass, but, if you charge to capital, we will say an addition to a station; it is entirely an addition to the prospect of the company, and it is not a question for the auditor. You have a perfect right to do it, but you may say it is improper as a matter of finance, because it does not bring in new revenue. These two senses are mixed up together, and I understand the effect of what Mr. Maguire says to be that they have charged to capital things that do not increase the earnings and therefore diminish the value of ordinary stock, but there is no necessary charge of misconduct?—I do not make any charge of misconduct. That is a different thing.

31662. *Chairman.*—That is quite sufficient, if there is no charge of misconduct?—What Mr. Sexton alleged——

31662A. Mr. Sexton was perfectly right.

31663. *Mr. Sexton.*—My question was, if expenditure for works which do not return a corresponding revenue is charged to capital, and paid for by borrowed money, the interest on that capital must come out of the fund which would be otherwise available for ordinary dividends?—That is manifest.

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Mr. J. J. Maguire. Solicitor, Dublin.

The policy of charging to capital expenditure on railway non-productive works condemned.

Bad policy on the part of the Irish railway companies has led to the unsatisfactory condition of their capital.

Mr. Marcus Lynch, J.P., examined by the CHAIRMAN.

31664. You are a Justice of the Peace and Chairman of the Galway Harbour Commissioners?—Yes, sir.

31665. Have you been connected with the Harbour Commissioners for some time?—Oh, I have been a Commissioner for forty odd years—not perpetually, but I have been chairman for, I think, the last five or six years.

31666. Is it an incorporated body?—Yes, I believe so.

Mr. Marcus Lynch, J.P., Chairman, Galway Harbour Commissioners.

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Mr. Marcus Lynch, J.P., Chairman, Galway Harbour Commissioners.

31667. And fairly representative of the district—the members?—Fairly representative of the town, because most of the Harbour Commissioners are merchants. All the principal merchants of the town are on the Harbour Board.

The representative character of the Galway Harbour Board.

31668. They represent the trade and industry of the place?—They do represent the whole industry of the place.

31669. Have they considered, either collectively, or with you individually, the question of the Irish railways?—They have and deputed me to attend before you and give their views.

31670. Well, now, you are in favour of the amalgamation of all the Irish railways?—No, sir.

31671. You are not in favour of it?—No.

Suggested amalgamation of the Irish railways into three or four main systems.

31672. Well, now, tell your views—the views of your body?—The views of the Galway Harbour Commissioners are these—that the smaller lines should be merged into three or four principal lines, because we consider that the principal lines could manage these inferior lines, as I might call them—smaller lines—better than they are managed at present. I believe there are a great many complaints, without going actually into the statement. For instance, the one that most affects our town is the West Clare. Complaints have been made about that.

31673. One minute. I may take it that the Commissioners do not approve of the suggestion of State Purchase?—No, sir.

31674. But they do favour an amalgamation of railways with two or three systems?—Yes.

State purchase disapproved. Government officials not acceptable as a rule.

31675. And that these systems would represent the whole of the railways of Ireland?—Exactly. They would not like State purchase for this reason—that they consider that the less you have to do with the Government officials the pleasanter for ourselves, and we consider them—not perhaps as courteous as they might be often to the public. I except certainly, the Board of Works, who have been very kind to us—it is only right to say that. I speak as I find them. I and my colleagues find Government officials, as a rule, are not as courteous and pleasant to deal with as they might be. They are paid servants of the Government, and if you want a concession you are more likely to get it from a private company than if you have to apply to Government officials, who will probably shrug their shoulders and say they will take a note of the matter. That is the reason we are against State purchase. Another thing, too—the Galway people are very much pleased with the Midland Railway Company.

The Midland Great Western Company's service, &c. in Galway district satisfactory.

31676. What railway serves Galway?—The Midland Great Western Railway.

31677. And no other?—That is the only one.

31678. And, as far as that railway is concerned, they are satisfied with the facilities and rates and fares in operation?—I do not say the rates and fares; but they are quite satisfied they will get the greatest courtesy from the directors of the railway company, as far as they can without lessening their dividends. They have been as pleasant towards the Galway people as they possibly could be.

State aid necessary to enable the Midland Great Western Railway Company to lower rates without reducing their dividend

31679. You have really no personal grievance against the Midland, which is the only railway serving the port?—On the contrary, we feel very grateful to it, but, at the same time, we would like to have the rates very much lower. We consider a great many of the rates—the merchants do—are very high, more particularly as they have to get a great deal of goods now by railway on account of the state of the harbour. The harbour was a very nice one and a very good one some thirty or forty years ago, when the tonnage was much smaller. Now, unfortunately we can only deal with transhipments. We cannot bring into our docks a vessel of 4,000 or 5,000 tons, and we have to use smaller steamers, and get them from other places, and of course that is more expensive; and we have to get a good deal of goods by the railways, and we would certainly like to see the rates very much reduced, and we consider it would not be fair and honest, when a company that is only paying 3 per cent.—and you understand that they cannot go lower, by the Section—should be asked to do anything which would lessen their dividend below 3 per cent. But what we would suggest, and ask the Government to do, in holding this Commission, is to have the rates lowered, and if the company should lose thereby to recoup them for the loss. A great many think they would not; but, if they do lose, that the Government would refund the money.

The capacity of Galway Docks.

State purchase objected to, but State aid approved.

31680. I gather from what you say that your Commissioners are opposed to State purchase, but you are not opposed to State aid?—Precisely.

31681. That is to say, you will get as much money as you like from the State, and you think the reduction of the rates would benefit the country?—I think so.

31682. And develop industries that do not exist now?—There are so few industries that do exist in Ireland, unfortunately, I would not like to make a suggestion.

31683. It might develop them?—It might develop them. It would give an opening to them at least.

31684. You said something about the West Clare Railway. We have heard a good deal about that railway?—I only mentioned that as a small railway I think would be well merged into a larger one.

31685. You suggest that part should go to the Midland and part to the Great Southern?—I do not make any suggestion of that kind. I am not sufficiently an expert to say how much should go to the Southern, or whether the whole ought not to go to the Great Southern; because there is no connection, I think, between that railway and the Midland. That connects with the Great Southern, and the Great Southern connects with the Midland at Athenry.

31686. You suggest that the West Clare and portion of the Great Southern should be handed over to the Midland?—No, sir. I suggested that the West Clare should be handed over to the Great Southern, not to the Midland.

31687. To the Great Southern?—Yes.

31688. You say it should be merged with the Midland?—That is a mistake. I never said that.

31689. Should be merged with the Great Southern?—Into the Great Southern. There is no connection with the Midland.

31690. That is so. You would merge it. How do you propose that should be done? That it should be sold to them?—Oh, that is to be made out. Let it be done as the Sub-Commissioners do with the rent.

31691. Do you mean there should be an Act of Parliament passed to compel the West Clare to sell to the Great Southern?—Yes.

31692. Whether they liked it or not?—Whether they liked it or not.

31693. And the Great Southern should take the line and work it?—Yes.

31694. And if it was worked at a loss should the Great Southern bear the loss?—I do not think it would be fair. The Government should step in.

31695. State aid again?—I am entirely in favour of State aid, and I do not think you can do much, unfortunately, without it.

31696. Can you tell us, from anything you have got there, what is the tonnage of the port of Galway?—The shipping tonnage?

31697. Yes, for the last ten years, I want to see the importance of the place?—The tonnage of the port for the last three years is as follows—1903, 49,209 tons; 1904, 52,711 tons; 1905, 45,520 tons. It decreased greatly.

31698. Is that the net registered tonnage of shipping?—Yes.

31699. Not the gross?—I cannot say. "The tonnage of the port for the last three years is as follows."

31700. Is it the net registered tonnage, or the gross?—I am not an expert. I cannot say.

31701. It is the gross, I think?—I suppose it is.

31702. One question. You are in favour of reducing rates and fares, but not at the expense of the railway company?—Yes, and I will give you the reason.

31703. You have given a very fair reason, that you do not want to punish the railway companies?—We do not want to punish them, and when the dividend is so small we do not think that it would be honest or fair to do it. If there was a dividend of 6 per cent. then it would be different.

31704. I quite agree with that; but those are your views?—Those are my views.

31705. And, further, that you object to State purchase, but you do not object to State aid?—No.

Examined by Lord Pirrie.

31706. To clear up an answer to the Chairman which I think you made, and in order to get it properly on the notes, I think you meant to convey that

Mr. Marcus Lynch, J.P., Chairman Galway Harbour Commissioners.

you would give the West Clare Railway and the Great Southern and Western Railway branch from Ennis to Sligo to the Midland Great Western?—No, sir; I never said anything of the kind.

31707. You did not?—No, sir.

31708. That is what I thought you meant?—N , sir.

31708A. Then you meant the Ennis and Sligo portion of the Great Southern and Western to be in their own hands and hand them over the West Clare?—Exactly.

31709. That is the opposite to what you have given in your statement?—I do not think it is anything of the kind.

31710. Now, you have also told the Chairman that the tonnage going in and out of Galway is going down considerably?—Yes.

31711. Have you not yourselves largely to blame for that, for not keeping up with the times? The harbour, you have told us in your evidence, was a splendid harbour thirty or forty years ago?—Yes.

31712. When ships only drew twelve or eighteen feet?—Yes.

31713. But the steamers have increased in size, and Galway has remained stationary?—Galway has remained stationary.

31714. Now, if you had gone on with the times, and deepened the harbour, the same as Dublin, we will say, and Belfast, would not you have assisted very materially yourselves and the Midland Great Western Company?—Enormously.

31715. And it is the fault of the Galway people themselves?—No, sir, it is not the fault of them, but there is an old saying——

31716. The fault of the Government in not giving you money?—I do not want to throw the blame on anyone, but there is an old saying that Samson was a strong man and Solomon was a wise man, but neither of them could pay money if they had not got it, and God knows we have tried often enough. The Board of Works, as I said before, have been very kind to us, and lent us money to pay off debts, and leave their dividend, the annual amount due to them, to be held over from time to time; but now to make a harbour, which we are trying to do, we go in for a grant. There would be no use in asking for a loan, because we could not pay them back, and we are honest.

31717. But now, Mr. Lynch, you will admit that you have told us that Galway has the finest position in Ireland as regards distance between America and Great Brtiain?—I never said anything of the kind.

31718. Surely you admit that from your knowledge as Chairman of the Harbour Board?—Well, the County Galway.

31719. I thought you were Chairman of the Harbour Board?—I am Chairman of the Harbour Board.

31720. But take the case of Galway?—The best coast, for instance. Killery Bay is nearer.

31721. That is a great harbour?—A great harbour —a natural harbour.

31722. Better than Galway?—I have travelled a good deal, and I think it is about the best natural harbour in the world.

31723. *Chairman.*—Deep water?—Deep water for the biggest ship that ever has or will be built. It is only about a couple of miles across, and they have about twenty-five fathoms of water.

31724. *Lord Pirrie.*—And what railway runs into that—the Midland runs close to it?—The Midland runs within about fourteen miles—to Recess.

31725. Have they any docks or quays?—No; it has never been utilised, except that the British fleet comes in there. The heaviest ships of the Britsh fleet come in there. It is a perfect harbour, and I think it is the finest harbour in the world; and I have seen a number.

Examined by Colonel HUTCHESON POË.

31726. I see on page 2 of your proof you state that it would be necessary to have a tramway or light railway constructed between Clifden and Cleggan?—Clifden to Cleggan!

31727. I see on page 2, "I think it very necessary to construct a railway or tramway between Clifden and Cleggan, which would materially develop the very extensive mackerel and herring fishing in the district"?—No doubt it would be.

31728. Where is Cleggan?—Cleggan is near Boffin; beyond Clifden.

31729. What distance is it?—I think it is about seven or eight miles.

31730. Of course, the herring and mackerel fishing is an important industry?—The mackerel fishing.

31731. On your particular coast?—Yes.

The value of the mackerel and herring fisheries of Galway.

31732. And the value in 1905 to the fishermen was something like a quarter of a million—the value of the herring and mackerel fishing?—I think so. The Midland Company have been very kind in sending them to the market. The moment there is a take of them they send off special trains—I think as many as seven or eight sometimes—the moment they arrive in Galway. By steamer, of course, they have to arrive now; and they send express trains off at once to take them to the English market.

Absence of railway communication to Cleggan retards the development of the fisheries.

31733. You say with regard to the fisheries off Cleggan, which is seven or eight miles beyond Clifden, that there is a difficulty in getting their fish to market?—Yes; they can only get them in by steamer.

31734. By cart?—I do not think there are carts in that locality; but by steamer to Galway.

31735. Has it ever been brought before the railway company or before the Department?—I am not aware. I think there is only one railway they have, and that is the Midland.

31736. You say, "Mining operations might also be started in the neighbourhood of Cleggan on a more extensive scale, and the Government, County Council, and railway company should give a subsidy for this very laudable object"?—I never said that in my evidence. It is put to me unawares.

"Mixed" trains between Galway and Athlone suggested.

31737. It is on the proof that I have got?—But there is one thing I would like to remark, which would be a matter to bring before the Board of Trade, that it would be a great help and great convenience to the people of Galway if they would allow the Midland to run composite trains from Galway to Athlone. What I mean is this, by composite trains, to put on a passenger carriage.

31738. *Chairman.*—A mixed train?—A mixed train, from Galway to Athlone. There is one splendid service, the limited mail, that leaves Galway at 3.40, and three-quarters of an hour after that another train leaves, at 4.25; and no train leaves between that and midnight; and it would be a great thing if people in Athenry and Ballinasloe, who come to Galway for the day, could go by the 7 o'clock train, by which a carriage is put on at the time of the Assizes, and when the militia are out, and they find it a great convenience, and I think your Commission might suggest it.

31739. I think your persuasion and your close relations with the Midland Company would do a great deal more than anything the Commission could?—But the Midland wish it. It is the Board of Trade who object.

To obviate present inconvenience to passengers from Galway after 4.25 p.m.

31740. *Colonel Hutcheson Poë.*—Although this particular passage about the development of this mining industry is not in your proof, still as you have touched on a point which has not been brought before this Commission, I hope you will allow me to ask you one question?—Certainly.

31741. Are you a member of the County Council?—No.

31742. You admit that it would be very desirable that the County Councils should have powers to contribute to any local work, piers or habours, or any railway, if it was desirable?—Yes; I think it would, sir.

31743. Are you aware that under the Act establishing the Department, County Councils are prohibited from contributing to any work which they may desire to develop, the cost of which exceeds the miserable sum of £450?—No, sir.

31744. Well, that has been very strongly called attention to by the Departmental Committee, which has just been inquiring, and it has been stated by them, that in their opinion, the restriction is a great obstacle to the development of districts. Of course, £450 cannot do much, and in cases on the west coast, where the Board of Works are very often anxious to contribute, provided they can get some local assistance, the County Councils, under the present law, are absolutely prohibited from giving any contribution where the total cost involved exceeds £450?—I quite agree with you that it would be very desirable that

The insufficiency of the existing powers of County Council's to contribute to works of development.

Oct. 19, 1907.

Mr. Marcus Lynch, J.P., Chairman, Galway Harbour Commissioners.

that should be changed. I am not certain about the figures, but that they should be allowed to go halves with the Board of Works or with the Government.

Amendment of the Local Government Act in this respect suggested.

31745. Would you like to see that particular clause in the Act amended so that County Councils should have power to assist in any undertaking such as I mention, which would be for the interest of the district?—Certainly; but I would not give them the power to expend large sums themselves.

The Midland Great Western Railway Company said to have done all in their power to aid in the development of Galway.

31746. May I take it from your evidence that, so far as your opinion goes, and your knowledge of the whole of the west coast of Galway, that the enterprise shown by the Midland Great Western has met all the requirements of your particular district?—Yes, sir, I think it has. I have not heard any complaints. Of course now and again they complain of insufficiency of wagons, or that, but as to the general way the thing is conducted, I have never heard any complaints, and no complaints have been brought before me, and they have had always the greatest civility and kindness.

31747. And, so far as they have the power, they do everything to develop the industries of that particular district?—Oh, yes; they do their best; and I am glad to say, that this year they have given a great many excursion trains, and I am very glad to say that I see in the papers that their receipts for the nine months have been £17,000 in excess of what they were in corresponding period of last year.

31748. That is in connection with the Exhibition, I suppose?—I do not know whether it is or not, but I did suggest to one of the inspectors I saw that instead of giving excursions for only one day, for it is very hard when a man has to go up in the morning and back in the evening, they should always give these excursions for three days, so as to give a person time to rest, and, I am glad to say, that they have done so.

Examined by Mr. Acworth.

Popularity of the Company in Galway.

31749. I gather that the Midland Great Western is distinctly in favour in Galway at present?—Well, I think it is. The feeling of the Galway people is always very nice towards people who are nice to them.

31750. Somehow I seem to remember that they were not always as friendly, were they?—Indeed they were not. Adversity often chastens us.

31751. Is it that you have got more charitable or that they have got better?—They have got better.

The business connections between Galway and Sligo unimportant.

31752. Does Galway make much use of the Great Southern and Western from Limerick up to Sligo?—Galway?

31753. The traffic of Galway?—No; I cannot answer that; but I do not think it does. I do not think there is much in Galway. I do not see what traffic they can have with Sligo.

Examined by Mr. Sexton.

Unsatisfactory evening train service from Galway.

31754. The Midland Company is a nice civil company, Mr. Lynch?—I have always found them so.

31755. And when you say they are in favour in Galway you mean that you receive civility from them, but then you think the trains are too few and the rates too high?—Yes, sir. I did not say that the trains were too few. What I said was this, that I thought the trains were badly arranged so far as the town of Galway is concerned, because you have one train to Dublin at 3.40, and you have another at 4.25.

31756. You say "It would be a great advantage if more trains were run?—No, sir, I did not say that.

31757. I have read it out of your proof?—I don't acknowledge that at all.

31758. What has happened to your abstract since it left your hands?—That does not represent my views.

31759. I have here what purports to be an "Abstract of evidence to be given by Mr. Marcus Lynch," and in it you say "it would be a great advantage if more trains were run"?—Oh, yes; but I think there is another paragraph after that explaining it, that we could not ask the Midland to run more, considering the state they are in.

More train and lower rates required.

31760. I am not putting that point at all, but I am saying that the Midland is in favour with you because of its civility, but that you think there should be more trains and that the rates should be lower?—Yes.

31761. There I leave it?—I cannot leave it there, because I have a right to explain that what I mean is that it would not be just to ask for more trains, but we would like to have this train running at 4.25 altered.

31761A. *Chairman.*—You have explained that, that it should leave at a later hour.

31762. *Mr. Sexton.*—That does not alter the fact that the trains are too few and the rates too high?—It does.

31763. Did you not say just now that the trains were too few and the rates too high?—No; you must take into consideration the finances.

31764. Are the trains too few or are they not?—Not, considering the finances.

31765. Are they too few for the convenience of the place?—That is not the question. Of course we would like to have the trains like on the Kingstown railway every twenty minutes or half-hour if we could.

31766. But that is not a reasonable way of looking at the question?—I think it is. Considering the finances of the company, I think we have sufficient trains.

31767. Will you kindly leave the finances aside for a moment, and kindly answer my question courteously—which I put to you courteously—are the trains sufficiently numerous for the convenience of Galway?—I think they are.

31768. Are the rates low enough?—Well, the rates are not excessive. We would like them lower, but I don't think we can complain. You know many people talk about Italian railways and State railways. I have travelled a good deal in Italy, and I believe that the rates——

31769. Kindly keep to the question. You say in your proof that it would be a great advantage if the rates and fares were reduced?—Yes.

31770. Very well. Now, do you say that the cheap rates given by the Midland Railway in the case of certain industries have had a satisfactory result?—I do. I say so. They have given very cheap rates for instance now for agricultural produce. They bring twenty pounds, which is a God-send to people if they were stopping in Dublin for some time—twenty pounds delivered at your house in Dublin for 4*d.*; thirty pounds for 6*d.*

31771. The point I am on is this. They gave cheap rates in the case of some marble and granite works?—I know that. I won't say cheap rates. Five shillings a ton.

31772. Cheaper rates—special rates?—Yes.

31773. Have those special rates had a good effect in stimulating those industries?—Certainly.

31774. They have had. Then you do not think it is too late to stimulate the industries of Ireland by cheap rates?—Certainly not.

31775. Because we have had an Irish manufacturer here who, having secured a low rate for himself and having greatly prospered thereby, was of opinion that a low rate would be of no use to anybody else. Do you accept that view?—No, sir; certainly not.

31776. It is something like the case of a man who, having managed to climb out of the water and get comfortably on a raft, calls out to other people in the water that there is no use in swimming, and they had better drown, as there is no chance of saving them?—Precisely.

31777. You say that the companies cannot afford to give lower rates?—I say that companies which pay by the skin of their teeth three per cent. cannot afford it without some guarantee. I believe myself that, looking to the results of the excursions which they give at very low fares, if they lowered the freights in a good many instances they would not lose, and that they would gain ultimately. But I do not think it would be fair to ask for it if it would have any chance of lowering their dividend beyond three per cent.

31778. But does the inability of the company to give the reductions alter the fact that the reductions are greatly required?—No, it does not.

31779. Do you think many branches are required throughout the country to develop the transit system?—Of course they would be always useful, if you disregard the expense and the money; if they could be made for a twentieth part of what they cost.

31780. The companies at any rate cannot afford to make them?—No, certainly not.

31781. Well, now amalgamation of itself would not produce either the construction of branches or a reduction of rates?—On all the lines.

31782. If you unite all the systems?—No.

31783. It would not of itself produce such effects?—No.

31784. Your reason for being against State purchase is that you do not want to have Imperial Government officials managing the Irish railways?—Precisely, and from experience of other countries I do not think it is a success.

31785. And looking to the way in which the Government treated us in the matter of over-taxation, perhaps you think that if they bought the lines and owned the lines once they got hold of the profits we would get very little out of them?—I have no doubt whatever that that would be the case.

31786. But if the reduction of fares and rates required by the country could be secured by the acquisition of the lines by the people of Galway and the rest of the people of Ireland, acting through an authority responsible to the people, do you think that a solution?—Purchase by whom?

31787. By the people of Galway and the rest of the people of Ireland?—Yes.

31788. And controlled by a representative body responsible to the people, to secure them the reductions they required. Do you think that solution would be satisfactory to the Galway Harbour Commissioners?—I think that is a question that should receive some consideration; I can answer it as far as this. If it reduced rates and gave you an improvement in the traffic, certainly it would; certainly. It is a long question to answer off-hand, whether it would be advantageous or not.

State ownership and popular control of the railways approved if shown to confer benefit to the country.

31789. I assume that you think that in such an event the Harbour Commissioners would be in harmony with the people of Galway and the people of Ireland?—Certainly. The Galway Harbour Commissioners are in favour of anything that would improve the county, and improve the town, and improve the harbour.

31789A. I quite expected you to say so.

Mr. C. Walsh examined by the Chairman.

31790. I think you are the Secretary of the Ballyhay Dairy Company?—Yes.

31791. Ballyhay being in the County Cork?—Yes.

31792. What district?—The Charleville district, near the line of the Great Southern and Western Railway.

31793. And your company, I suppose, export various articles?—Yes; we started the industry in the year 1890, and I find, by references to papers here, that in the year 1892, our output of butter amounted to 71 tons, and in the year 1906 it was exactly double that, 142 tons.

31794. And do you not send out anything else besides butter?—Nothing else besides butter.

31795. And are you satisfied with the rates and facilities offered you by the Great Southern and Western?—No; we are not satisfied at all with the facilities. We are greatly handicapped for want of facilities at the level crossing known as Ballycoskerry, which you will see on this map (*Witness indicates positions on map*).

31796. The map in front of me now shows the position of the Ballyhay Dairy?—Yes, within half a mile of the level crossing where the proposed station was to be.

31797. Then, the dairy at present is four and a half miles from a railway station?—Yes.

31798. And how far would it be if this particular level crossing was converted into a station?—Half a mile.

31799. Now, what is the distance between the nearest two stations?—By the railway?

31800. *Mr. Sexton.*—From Charleville to Buttevant?—Nine miles. I think that is one of the longest distances, if not the longest distance, between any two stations from Dublin to Cork.

31801. This would come in midway?—Something nearer to Charleville.

31802. About midway?—About midway.

31803. The distance between Charleville and Buttevant is nine miles?—Yes.

31804. The proposed station at Ballycoskerry would come in half-way?—Midway.

31805. Half a mile from your dairy, which is now four and a half miles from Charleville?—Yes.

31806. *Chairman.*—Now, of course, you have represented this to the Great Southern and Western Railway Company?—Yes, sir.

31807. And what is their answer?—We sent a petition to the Great Southern and Western Company in the year 1900, and it was very largely and influentially signed. We sent two petitions to them, and a considerable time after the petitions were sent I had this communication from them:—"Great Southern and Western Railway Company, Traffic Manager's Office, Dublin, August 2nd, 1900. Dear Sir, I am in receipt of your favour of the 31st ult., in connection with proposed station at Ballyhay, and beg to inform you that the subject is receiving my attention."

31808. What was the actual result?—It is stated in this letter, dated Great Southern and Western Railway, Secretary's Office, Knigsbridge Terminus, Dublin, 21st September, 1900. "Dear Sir, I beg to acknowledge receipt of your letter of the 20th instant and to inform you that my Board have sanctioned the erection of a block station at Ballycoskerry, and that no time will be lost in carrying out the work."

The negotiations with the Great Southern and Western Company as to the erection of a station at Ballycoskerry.

31809. *Mr. Acworth.*—A block station?—A block station. I did not know what they meant by that.

31810. *Chairman.*—But I do. Now, what did you do upon receiving that letter. Did you write to ask them what a block station meant?—Yes. I got another letter, dated, "Traffic Manager's Office, 25th September, 1900—Dear Sir, with reference to your letter of the 22nd instant, addressed to the Secretary, I beg to inform you that the company will probably be prepared to accept consignments of butter at Ballycoskery Station, when erected, but regret that they will be unable to convey coal to this district, owing to the unsuitability of the station for such traffic."

31811. That is, coal?—Coal.

31812. But, as to butter?—That they would receive butter at the station, but that, owing o the unsuitability of the station, they would not bring coal.

31813. Now, has anything been done since that time?—Nothing has been done since that time. After that the thing was allowed to lapse. I had a letter from the District Superintendent in Cork, Mr. Bulkeley, dated 22nd August, 1901, in which he said—"Dear Sir, referring to you letter of the 31st ult., to Mr. Colhoun, *re* the opening of a station at Ballyhay, and my letter of 16th instant, to you. I beg to say that I shall have the pleasure of calling on you between 11 and 12 o'clock to-morrow, 22nd instant." He called and inquired as to the probable traffic in the place, and he wrote me another letter, dated 7th September, 1901, saying—"Dear Sir, replying to yours of 6th instant *re* station at Ballyhay I beg to say that I intended to convey the fact that under present circumstances no date could possibly be fixed for opening a station at the level crossing." Then, I had another letter from him, dated 20th September, 1901—"Dear Sir, referring to previous correspondence on the subject of a station at Ballyhay, if you will let me know when you are likely to be at Cork I will meet you and let you know how the matter stands." I subsequently met Mr. Bulkeley by arrangement, at his office in Cork, and the gist of his communication to me was that owing to the great expense incurred by the Great Southern and Western Company in the amalgamation at that time they could not go on with the station for the present. Feeling powerless to get them to move further in the matter, I communicated with the Department of Agriculture, to see what they could do; and I will read the correspondence.

The company agree to erect a block station, September, 1900.

Butter traffic, but not coal, to be dealt with there.

Company subsequently withdrew from promise, and station not provided.

31814. Read the last letter you have got. We will assume your letter to them. Read the answer?—It is from the Department of Agriculture, dated 3rd January, 1902—"Sir, with reference to your letter of the 4th ultimo, in which you complain of the failure of the Great Southern and Western Railway Company to provide adequate facilities for passenger and butter traffic at Ballycoskerry, situate between Charleville and Buttevant, I have to inform you that the Department, agreeably to your request, brought

The assistance of the Department of Agriculture sought and given, but without success.

Oct. 19, 1907.

Mr C. Walsh, Secretary of the Ballybay Dairy Company.

the entire question under the notice of the Board of Directors of the company, from whom a communication has now been received, from which it appears that it was not the intention of the company to erect a block station at Ballycoskerry."

The company's explanation that their promise to erect a station at Ballycoskerry was given owing to a misunderstanding.

31815. That it was not the intention?—Not the intention. The letter goes on—"The company further state—'What the company really decided upon, and which has been carried out, was the erection of a block cabin to divide the section between Buttevant and Charleville, but owing to a misunderstanding, Mr. Walsh was incorrectly advised; but the circumstances leading to the error have been explained to him by the company's District Superintendent.'" That is the most puerile excuse that was ever given by a company to evade their distinct and written promise.

31816. What interest was it to you to have a block cabin?—It did not concern us in the slightest.

31817. You did not care about their block cabin?—As a matter of fact, in the block signal cabin, which they have since erected, there is a diagram done by their own draughtsman, a diagram of a railway station called Ballycoskerry Railway Station, with an up and down platform in it, and a little station house; and, as a matter of fact, there are four spare levers put into that signal cabin, that are at present idle, for the purpose of working that station.

31818. Have they provided a passing place?—They are provided with a passing place.

31819. So that there are two lines of railway?—It is a double line. It is the main line from Cork to Dublin.

The necessity for the promised accommodation at Ballycoskerry.

31820. *Lord Pirrie.*—Then it did not require any passing place?—No. And the Postal Authorities have recognised the importance of the district to the extend that there are telegraph posts near that level crossing, and within a quarter of a mile of the place a post office and telegraph office.

31821. *Chairman.*—What you say is that you were distinctly promised station accommodation for your butter traffic and passenger traffic, and now you have not got it?—Yes.

31822. And that promise was made in 1900?—Yes.

Examined by Mr. Sexton.

31823. It is a distance of nine miles between the two stations. Are the people of the district much inconvenienced by the distance between the two existing stations?—They are very much inconvenienced. It takes the people a round of seven miles to get to Charleville Railway Station, and they can only bring one load in in a day.

The long distance between stations—Charleville and Buttevant a serious inconvenience to the district.

31824. The two stations are Charleville and Buttevant?—Yes.

31825. And this was to come in midway?—About midway.

31826. You say that the new station would have brought a good deal of passenger traffic, in addition to what you would bring?—There is no doubt about it, and the want of the station is a great handicap to the creamery, because we have to send that butter such a long way, and, in the summer time, in broiling heat, we cannot send it to market neatly, and there is a reduction in price.

31827. Would it, as well as affording accommodation, to the people in the district, add to the traffic of the line?—Of course, the presumption always is that increased facilities will bring increased traffic.

Company had promised the new station for passengers and butter traffic.

31828. Do you think you would have got it if you had not asked them to take coals there, as they were willing to give it for passenger and butter traffic?—They were willing to do for passenger and butter traffic. We never insisted on coal.

31829. The first sign of a disposition to refuse was after you had asked for coal to be taken there?—I do not know whether that influenced them or not. It may have.

The block cabin provided no connection whatever with the station promised, but not erected.

31830. Has the provision of a block cabin any relation to your request for a station?—Not the slightest. It is the greatest silliness to mention that. It was a block station that was asked for. We had no interest whatever in a block cabin.

31831. Is the block cabin for the convenience of the company? Has it any connection with public needs?—Not at all; but their own private needs.

Examined by Mr. Acworth.

31832. There have been three phrases used—station, block station, and block cabin. I do not think that the company ever promised a station, but a block station?—They promised a station to take passengers.

31833. In the letter which you have read, what they promised was a block station?—But, in one of the letters I read they promised to take butter and passengers.

31834. You did not read that?—It is dated the 25th of September, 1900, from the Traffic Manager's Office, Dublin:—"I beg to inform you that the company will probably be prepared to accept consignments of butter at Ballycoskerry Station, when erected, but regret that they will be unable to convey coal to the district, owing to the unsuitability of the station for such traffic."

Chairman.—That is the second time we have had that letter.

31835. *Mr. Acworth.*—But there is nothing there about passengers. All that they promised was that they would probably do something. They do not mention passengers there?—Of course passengers are meant always. Even verbally, to a shareholder who is chairman of our company, not only did they promise that they would take passengers, and that they would give a covered shed for the butter, and that they would make two platforms for the passengers.

31835A. I do not in the least doubt that that is what you understood.

31836. *Chairman.*—There is no other construction that can be put on the letter. What is a station for except for passengers?

31836A. *Mr. Sexton.*—A station for butter traffic implies passengers.

31837. *Chairman.*—The letter implies everything, except that they cannot provide for coal.

31837A. *Mr. Acworth.*—There is no mention of passengers.

31838. *Chairman.*—There is not, of course.

31838A. *Mr. Acworth.*—What the company promised was that they would put a block station there, and stop the trains there, and take in butter?—Butter and passengers.

31839. So you understood?—I distinctly understood, and the diagram in the signal house shows the station house and two platforms; and the diagram is there in the signal house for the public to see.

31839A. As a matter of fact, though they got a block cabin, they did not stop any train?—They did. They stop there every day—several trains in the day, whenever it suits their convenience to do so—passenger trains and goods trains.

31840. Not regularly, I suppose; but only on signal to stop them. You do not suggest that they stop at regular hours there?—Well I do not suppose they do. They work the block cabin for their own convenience.

31841. They do not take in passengers or goods, or anything else?—Indeed I am sorry to say they do not. That is just what we want them to do.

31842. Is there any siding there?—No.

31842A. And of course there are no passengers.

Examined by Colonel Hutcheson Poë.

31843. Can you give an idea from the time that you first brought this proposition before the railway company, of what increase of output you had?—Yes, sir, I can.

31844. In 1900?—We started with butter produce in 1893.

31845. But 1900 was when you first asked them to give you a station?—In 1900 we had at least doubled our trade. In 1892 our output was 77 tons of butter, realising £8,525. We have developed the industry since to such an extend that our output now is 142 tons of butter, realising from £12,000 to £13,000 a year.

31846. That is between 1892 and the present time?—Yes.

31847. And 1892 was eight years before you brought the matter before the railway company?—In 1890 we established it.

31848. In 1900 you brought the question of increased facilities before the railway company—eight years after this?—Yes.

31849. And has there been a great increase of traffic between 1900, when you brought the matter

before them and the present time?—A great increase of traffic.

31850. Of course their contention, roughly speaking, is that that traffic would not justify them in going to the expense?—That is what they are contending.

31850A. *Chairman.*—It is not so stated in the letter. There is not a word about it.

31851. *Colonel Hutcheson Poë.*—I think, in this last letter it was stated that the matter was fully gone into—the letter addressed to the Rev. Mr. Morton, Parish Priest, Chairman of the Company. That is in the proof, dated May 1905.

31851A. *Chairman.*—We have not had that.

31852. *Colonel Hutcheson Poë.*—Please give the reference to that letter. It is on page four of your proof?—There it is. I say I further wish to put in evidence a letter addressed to the Rev. E. Morton, P.P., Ballyhay, from the Chairman of the Company, dated 16th May, 1905, in which he stated, in reply to Father Morton relative to the opening of a station at Ballycoskerry crossing, between Charleville and Buttevant, that the matter was fully gone into in 1901, and that it was found that the circumstances did not warrant the providing of a station, and that their written promises, made in their correspondence with me in that year, were owing to a misunderstanding.

31852A. Is not that the position I stated, that if any promise was given it was not done with the cognisance of the Board of Directors?—Yes. They have said the Board of Directors have passed the project, and that no time will be lost in carrying out the work. That is distinctly stated in one of the letters. (*Letter handed to Chairman*).

31853. At any rate that is the position they took up in 1905—that the traffic did not justify their going to the expense of putting up this additional station?—They stated that in one letter, and they told me on another occasion that it was owing to the expense incurred in connection with the amalgamation that they could not go on with the station.

31854. Of course; that they were not in a position to do it. If they had been in a good financial position they would have put up the station; and the railway company's answer was that, owing to the expense involved, and to many other circumstances into which we need not enter, they were not justified in putting up a station for what they considered an insufficient traffic?—I cannot say what influenced them, of course.

31855. But of course that is their letter, and if the expense involved would not be recouped by the additional traffic, you could hardly expect the railway company to do it?—It is an example which shows that we want a very great change in the system of management of the railways for developing the industries of the country.

31856. You admit that there might be differences of opinion, that one man might think that he was entitled to this additional accommodation, and, on the other hand, you would, I suppose, admit that the railway company ought to be in as good a position to judge whether the traffic would remunerate them or not?—I should say better.

31857. Then, if you admit that, I think the explanation of the railway company is fairly satisfactory?—But I think the working of the station there would bring them increased traffic.

31858. Might I ask you, is it owing to the want of a station that you do not get as good a price for your butter as you otherwise would?—I say that I could sell my butter better, because we have to take it a long distance to the railway.

31859. Are you of opinion that it is owing to this want of facilities for the carriage of your butter, and the necessity of carrying it four or five miles to the railway, under the heat of summer, say, that you are unable to get as good a price?—Yes.

31860. Now, having stated that, can you give me any idea of the percentage of loss which this want of facilities entails upon you?—Well, of course I could not, because the butter is sold for what it is worth, and I could not ascertain the loss that may be entailed.

31861. We will assume that your butter fetches £5 a hundred-weight. I think that is the approximate figure of the best butter in the market, and we will assume that this fetches £5 a hundred-weight?—Yes.

31862. We will take that as the rough figure, and that in consequence of the damage which it receives owing to this lack of accommodation the price that it actually fetches is 95*s.* a hundred-weight?—I could not say what the actual loss would be.

31863. Surely if your loss is considerable you must have some idea of what it entails upon you?—I could not say. All I know is that it is a very great consideration to be able to market the butter cleanly and neatly, and think the presumption is that we lose in money if that is not the case, and it has to knock round a distance of four and a half miles.

31864. We all assume that butter must suffer under such circumstances as that, but I want you to estimate the loss. You say your trade is worth £13,000 a year for the butter you export?—Yes.

31865. In your opinion, if you put it on the market in such a condition as you would like, what would it be worth?—I cannot say.

31866. Then, you cannot estimate?—I cannot estimate.

31867. The impression that your answer conveys to me is that the loss is so small that you cannot estimate it. It does not appear to me to be a very serious damage?—It may be a great loss, for all I know.

31868. Surely you should be in a position to estimate that loss?—Really I have no means of estimating any loss, as our butter is sold as it stands in the English market.

31869. *Chairman.*—Let us put it the other way. If this station had been there could you have produced the butter at, say, a saving of a farthing a pound?—I should say it would save a farthing a pound.

31870. *Colonel Hutcheson Poë.*—That is what I wanted to get?—Also, in that matter of the handling of our butter, it is very carelessly handled by the railway company.

31871. *Chairman.*—I think you had better confine yourself to this. You estimate that you would save a farthing a pound?—Probably.

31872. *Mr. Sexton.*—Would it be £300 a year on your output?—Probably.

31873. *Colonel Hutcheson Poë.*—We have had evidence from several gentlemen from that district, Mr. Sanders and Mr. Gibson?—Yes. Mr. Sanders was one of the men who helped to get the promise from the directors, and one of the men at the time of an election in the locality who went about asking the people were they aware that he was instrumental in procuring the station for us from the Great Southern and Western Company.

31874. *Mr. Sexton.*—Not the block station?—Not the block station.

31875. *Colonel Hutcheson Poë.*—What position was he trying to get?—A County Councillorship.

31876. He did not succeed?—He did not succeed.

31877. At any rate, he did not bring this point, which you have done, before us. He made no point of that, but he did tell us that he thought that some motor conveyance from outlying districts to Charleville would be of some assistance to the butter industry. Do you agree with that?—I certainly do; anything that would be the means of transmitting it quickly and cheaply would be an advantage.

31878. Mr. Sanders also put this point before us, that within the last few years the Great Southern and Western Company established a motor service for that place, amongst others, and that owing to the disinclination and the obstructions of the people in the district they had to abandon it?—The only thing I saw in connection with the motor service was a disabled car at a station house there, and I never heard any more about it before or after.

31879. Then you think that the failure of the motor service was owing to its being an insufficient service or a service not properly equipped?—I could not really say.

31880. *Lord Pirrie.*—I take it from your evidence, generally, to the Chairman and Mr. Sexton, that you consider the railway company should carry out their promise, and that if they did you believe the company would gain by the additional traffic, and encourage a passenger traffic?—Certainly.

Oct. 19, 1907.

Mr. C. Walsh, Secretary of the Ballybay Dairy Company.

The annual loss to the Ballybay Dairy Company owing to the want of railway facilities.

The provision of a motor service for the district in connection with Charleville Station recommended.

A motor service established by the Great Southern Company and abandoned.

The desirability of the railway company carrying out their promise to provide a station at Ballycoskerry urged.

Oct. 19, 1907.

Mr. C. Walsh, Secretary Ballybay Dairy Company.

Nationalisation of the railways and control by an Irish authority recommended.

31881. *Mr. Sexton.*—Would State purchase be of general advantage with regard to the proper management of the Irish railway system?—I think the first essential in any attempt to revive the industries of the country is to change the present system. State purchase, I should say, would be the solution of it.

31882. By Ireland—that Ireland should acquire the lines and work them by an Irish authority?—The management should be Irish, efficient management.

31883. Ireland should be the purchaser if a plan could be satisfactorily arranged?—Certainly.

Mr. William Pedlow examined by the Chairman.

Mr. William Pedlow, Representative of the Lurgan Urban District Council.

31884. I think you are a member of the firm of George J. Wake, Limited?—Yes; Lurgan.

31885. And you are a member of the Urban District Council?—I am not.

31886. Have you been deputed by them to come here?—Yes; I have.

31887. To speak on their behalf?—Yes.

31888. Now, what railway serves your district?—The Great Northern of Ireland, exclusively.

Reasonable local rates for eggs and poultry from Great Northern Railway Stations to Lurgan.

31889. And what particular traffic do you wish to refer to?—The exporting of Irish produce—poultry and eggs.

31890. Now, what particular counties do you wish to bring under our notice?—We draw our main supplies from Antrim, Armagh, Down, Tyrone, Monaghan and Louth.

31891. And all those districts are served by this one railway?—Yes.

31892. Now, is the traffic collected for those places and brought to same central depôt of yours?—Yes, at Lurgan.

31893. And then you make it up for export or retail sale as required?—They are all for export.

31894. Now, in regard to existing rates, I presume you do not wish to make any general complaint?—No; we have found the Great Northern Railway Company have always treated us very well in regard to rates.

31895. I am speaking of local rates?—Local rates, yes.

31896. Now, with regard to through rates?—Well, we have something to complain of there.

Complaint as to excessive through rates for dead poultry from Lurgan to English Stations.

31897. That is, from Lurgan to towns in England?—Yes, to towns in England.

31898. Do you say that the through rates are in excess of the powers of the company to charge?—I believe they are.

31899. Have you any proof of that?—Well, I have it from the Acts of Parliament, as to the amounts that they are allowed to charge for mileage carriage.

31900. Now, let us see if we can follow it for a moment. Never mind the Acts of Parliament. Just give us an instance of some through rate, say Lurgan to London, if you like?—Lurgan to London?

31901. Let us have the rate—and, first of all, what is it for?—Dead poultry.

31902. Now, dead poultry, Lurgan to London?—382 miles.

31903. What is the rate?—It is a contract rate which we get.

31904. What is the rate?—*4s. 6d.* is the special rate.

31905. Per what?—Per cwt.

31906. *Mr. Sexton.*—Owner's risk?—Owner's risk.

31907. *Chairman.*—Now, Lurgan to Leeds. What is the special rate for the same articles?—Lurgan to Leeds, *4s. 6d.*

31908. The same as to London?—The same as to London.

31909. What is the distance?—The distance to Leeds is 228 miles.

Some reductions conceded since the Railway Commission opened its present inquiry.

Colonel Plews.—I think you make a mistake. I think it is *4s. 3d.*?—(*Witness*).—That is reduced within the last fortnight. These rates have all been reduced since I sent in this evidence, six months ago. There is a whole lot of things remedied since I sent in this evidence.

Good work done by the Vice-Regal Commission.

31910. *Lord Pirrie.*—Then the Commission has been doing good work?—It has been doing very good work, I can assure you.

31911. *Chairman.*—It may shorten our proceedings. There is no use in beating a dead horse?—Some of the rates are reduced and some are not.

31912. They may be in process of being altered?—No; I think these are not.

Colonel Plews.—It is all on the question of English rates. In point of fact we charge here really less than they charge in England. Mr. Pedlow, having drawn attention to some of these rates from Lurgan the English companies have reduced some of the rates from their ports, and our rates have been reduced in proportion. I found they had not gone to the full extent that Mr. Pedlow had drawn attention to, but if there is anything wrong in any of them I am sure the English people will set it right.

31915. *Chairman.*—I am glad to hear this. At any rate you must benefit, to a certain extent, from these reductions?—The reductions are so slight that we benefit very little.

31916. But still you do benefit?—Oh, yes, we benefit a little.

31917. Have you through rates to all parts of England?—We have to all parts of England.

31918. By the North Eastern?—No. We have inside the last week.

31919. I believe the North Eastern have been refusing for years past, and they have now conceded it?—It has been settled within the last week.

31920. In view of this concession, how much of your evidence do you think it important now to state?—It is very hard to say, but still, with these reductions, I would like to draw your attention to the inequality of the rates. If you turn to the tables you will see where they are grouped according to the distance.

31921. The table for through rates for different parts of the country?—Yes, according to mileage.

31922. For passenger trains?—Yes, according to mileage. In the group from 180 to 200 you have the rate to a place 186 miles *3s. 10d.*, and to Ilkley three miles further, it is only *4s. 8d.*

31923. Now, you have got a long list here?—Yes.

31924. Do you object to these being printed on the notes?—Not the slightest.

31925. Now, don't you think that if I hand in these rates just as you have given them that would meet your case?—It would. But there is only one thing I would like to say, that is calculating the maximum rates I was guided by the blue-books and Acts of Parliament that I had, and I have found out since that a judgment given in a case that was brought before the Railway Commission in England upsets the way I calculated, and upsets the whole effect and spirit of the Act of Parliament.

31926. You tried to be your own lawyer?—That is so.

31927. *Mr. Acworth.*—What judgment was that?—I could not say what it was.

Colonel Plews.—I assume that that difficulty would arise in this way, that where the sea intervenes that method of working out the actual distance would not operate.

31927A. *Chairman.*—But if the figures are not misleading I wish to put them on the notes.

31928. *Mr. Sexton.*—If you strike out the column stating "excess over maximum."

31928A. *Mr. Acworth.*—Strike out all the last three.

31929. *Colonel Hutcheson Poë.*—It is impossible for anyone to ascertain what the legal maximum is.

31929A. *Chairman.*—Mr. Pedlow, you should strike all these columns out, the legal maximum, the excess maximum and the excess ordinary?—I think you should, sir. I cannot stand over them. Now, having struck out these columns, there is a point in connection with that which I would like to emphasise, and it is this, that Acts of Parliament should be so drawn that traders can check their rates, not that anybody can drive a coach and four through them.

(Witness handed in the following amended list of rates:—)

Oct. 19, 1907.

Mr. William Pedlow, Representative of the Lurgan Urban District Council.

Table of through rates for dead poultry per passenger train from Lurgan to English Stations.

TABLE of Through Rates for Dead Poultry per Passenger Train from Lurgan to English stations.

Towns.	Miles from Lurgan.	Special Contract Rate Per Cwt.	Ordinary Rate Per Cwt.
		s. d.	*s. d.*
Accrington, ...	196	3 10	4 10
Ascot, ...	395	6 0	8 4
Aldershot, ...	398	6 0	8 9
Barrow, ...	160	3 0	4 5
Branksome, ...	458	7 0	10 9
Barnsley, ...	254	4 7	5 9
Bath, ...	380	3 8	7 7
Blackburn, ...	191	3 8	4 11
Blackpool, ...	169	3 6	3 9
Bolton, ...	201	3 8	4 8
Burnley, ...	202	3 8	5 4
Burton-on-Trent, ...	277	4 9	6 6
Buxton, ...	245	4 6	6 8
Bletchley, ...	336	4 10	7 4
Birmingham, ...	277	4 9	7 4
Bristol, ...	370	3 8	7 7
Bradford, ...	220	4 6	5 11
Bournemouth, ...	455	7 0	10 9
Banbury, ...	329	4 10	7 2
Cambridge, ...	381	4 10	7 4
Carlisle, ...	270	2 8	3 10
Cheltenham, ...	318	5 0	8 3
Chester, ...	202	3 6	4 10
Derby, ...	304	4 [illegible]	7 1
S. Farnborough, ...	399	6 0	9 1
Fleetwood, ...	160	3 0	3 6
Huddersfield, ...	233	4 6	6 3
Henley-on-Thames, ...	390	4 10	8 9
Hastings, ...	458	6 9	10 4
Ilkley, ...	199	4 8	6 3
Kendal, ...	220	3 0	—
London, ...	382	4 6	7 4
Leeds, ...	228	4 6	6 3
Leicester, ...	300	4 9	6 9
Liverpool, ...	162	3 0	3 6
Leamington, ...	300	4 9	6 7
Maidenhead, ...	391	4 10	9 2
Manchester, ...	212	3 8	4 9
Northcamp, ...	413	6 0	8 9
Oxford, ...	352	4 10	7 2
Preston, ...	180	3 6	5 5
Penmaenmawr, ..	153	3 6	5 7
Portsmouth, ...	443	6 9	10 2
Reading, ...	380	4 10	8 11
Reigate, ...	406	5 6	9 0
St. Anne's-on-Sea, ...	183	3 6	4 4
Southport, ...	195	3 6	5 5
Shrewsbury, ...	245	4 6	5 11
Stockport, ...	218	3 8	5 0
Southampton, ...	426	6 9	10 3
Sheffield, ...	268	4 8	6 5
Winchester, ...	415	6 0	9 4
Wolverhampton, ...	260	4 9	7 4
Windermere, ...	231	3 0	4 5

TABLE showing Inequalities of Rates, according to mileage, from Lurgan to English stations.

Towns.	Mileage.	Special Contract Rates.	Ordinary Rates. Rates.	—
		s. d.	*s. d.*	
Penmaenmawr, ..	153	3 0	3 6	153 to 180 miles.
Fleetwood, ...	160	3 0	3 6	
Barrow, ...	160	3 0	4 5	
Liverpool, ...	162	3 0	3 6	
Blackpool, ...	169	3 6	3 9	
Preston, ...	180	3 6	5 5	
St. Annes-on-Sea, ..	183	3 6	4 4	180 to 200 miles.
Blackburn, ...	191	3 8	4 11	
Southport, ...	195	3 6	4 11	
Accrington, ...	196	3 10	4 10	
Ilkley, ...	199	4 8	6 3	
Bolton, ...	201	3 8	4 8	200 to 220 miles.
Chester, ...	202	3 6	4 10	
Burnley, ...	202	3 8	5 4	
Manchester, ..	212	3 8	4 9	
Stockport, ...	218	3 8	5 0	
Bradford, ...	220	4 6	5 11	
Kendal, ...	220	3 0	—	
Leeds, ...	228	4 6	6 3	220 to 260 miles.
Windermere, ..	231	3 0	4 5	
Huddersfield, ..	233	4 6	6 3	
Shrewsbury, ..	245	4 6	5 11	
Buxton, ...	245	4 6	6 8	
Barnsley, ...	254	4 7	5 9	
Wolverhampton, ..	260	4 9	7 4	
Sheffield, ...	268	4 8	6 5	260 to 300 miles.
Carlisle, ...	270	3 8	3 10	
Birmingham, ..	277	4 9	7 4	
Burton-on-Trent, ..	277	4 9	6 6	
Leicester, ...	300	4 9	6 9	
Leamington, ..	300	4 9	6 7	
Derby, ...	304	4 9	7 1	
Cheltenham, ..	318	5 0	8 3	300 to 350 miles.
Banbury, ...	329	4 10	7 2	
Bletchley, ...	336	4 10	7 4	
Oxford, ...	352	4 10	7 2	
Bristol, ...	370	3 8	7 7	
Bath, ...	380	3 8	7 7	
Reading, ...	380	4 10	8 11	
Cambridge, ..	381	4 10	7 4	370 to 400 miles.
London, ...	382	4 6	7 4	
Henley-on-Thames, ..	390	4 10	8 9	
Maidenhead, ..	391	4 10	9 2	
Ascot, ...	395	6 0	8 4	
Aldershot, ...	398	6 0	8 8	
S. Farnborough, ..	399	6 0	9 1	
Northcamp, ..	400	6 0	8 9	
Reigate, ...	406	5 6	9 0	400 to 430 miles.
Winchester, ..	415	6 0	9 4	
Southampton, ..	426	6 9	10 3	
Portsmouth, ..	443	6 9	10 2	430 to 460 miles.
Bournemouth, ..	455	7 0	10 9	
Branksome, ...	458	7 0	10 9	
Hastings, ...	458	6 9	10 4	

Oct. 19, 1907.

Mr. William Pedlow, Representative of the Lurgan Urban District Council.

TABLE showing Through Rates from Belfast to English stations, *via* Greenore and Holyhead, compared to Rates from Lurgan to same stations.

Comparative Table of through rates from Belfast and Lurgan to English Stations.

	Special Rate Per Cwt.	Ordinary Rate Per Cwt.
	s. d.	*s. d.*
Lurgan to Liverpool, ...	3 0	3 6
Belfast to Liverpool, ...	2 6	3 5
Preference in favour of Belfast, ...	0 6	0 1
Lurgan to London, ...	4 6	7 4
Belfast to London, ...	4 8	6 3
Preference in favour of Belfast, ...	—	1 1
Lurgan to Manchester, ...	3 8	4 9
Belfast to Manchester, ...	3 6	3 8
Preference in favour of Belfast, ...	0 2	1 1
Lurgan to Birmingham, ...	4 9	7 4
Belfast to Birmingham, ...	4 3	5 3
Preference in favour of Belfast, ...	0 6	2 1
Lurgan to Oxford, ...	4 10	7 2
Belfast to Oxford, ...	4 8	6 1
Preference in favour of Belfast, ...	0 2	1 1

Suggestion that statutory powers as to charges should be plainly intelligible to Traders'.

31930. Nobody could object to that. That is quite a reasonable suggestion.

Examined by Mr. SEXTON.

31930A. Do you think that it is one of the gravest defects that can be stated against any system of transit, that the financial conditions on which it is open to traders cannot be ascertained satisfactorily?—Yes.

The necessity for a system by which transit rates and conditions can be more easily ascertained.

31931. Here you have had all this trouble in considering this question and preparing this table, and now you find that owing to some obscure decision, your calculations are upset?—Yes.

31931A. Do you consider it essential that a transit system that affects the interests of everybody in the country should be conducted on conditions known to the public or easily ascertainable by them?—Yes; I certainly do.

31932. Are you in favour of making the lines of this country public property?—Yes; I am in favour of State purchase.

31933. Do you think they should be conducted by an authority responsible to the people of this country?—Responsible to Parliament.

State purchase and public control by an elected Irish authority recommended.

31934. And suppose that an arrangement could be made whereby an Irish authority would be created by Act of Parliament; do you think the public interest would be best served by having an authority responsible to Ireland?—I do not quite follow.

31935. Suppose an Act of Parliament were passed creating an Irish authority, a representative authority, an authority responsible to the people of this country; do you think that such an authority would be likely to conduct the transit system on conditions most fair to traders and the community?—I do.

Any saving in the cost of transit of serious importance to traders where competition exists.

31936. Now, I want to ask you one question more, and only one. It is sometimes suggested, in relation to such trades as yours, the poultry and egg trade, that even though the rate may be excessive the excess is so small that it really matters nothing, because the rate upon one chicken or one egg would be very little, not worth talking about; but is that a reasonable way of ascertaining it?—No, it is not; you should go into the question of collection and hundreds of things.

31937. What affects the business of your firm would be the total sum for carriage on your transactions for the year?—Yes.

31938. And then in any consignment to a market, whether it be a ton or a cwt., it is the rate upon the whole consignment, not upon the individual chicken or the individual egg, that affects your interest?—Yes.

31939. In relation to your competitors?—Yes.

Examined by Mr. ACWORTH.

31940. How do you sell your stuff—do you consign it to salesmen?—No, sir; we do not, and anybody is a fool that does.

31941. What do you do?—We sell it to the retailers in England.

31942. Direct?—Direct.

31943. And how is the price fixed?—The price is fixed in this way. We quote them a price, and if they buy cheaper from anybody else they buy it. It is pure business competition.

31944. And, of course, the railway rate comes out of the price that you get?—Yes.

31945. And I see in the matter of rates that you have taken a great deal of trouble with them, and you have found it a rather intricate subject, have you not, these railway rates?—I do not know whether a lawyer could understand it or not, but I am very sure no business man could.

31946. And you have found it difficult?—Yes.

31947. In spite of your trouble you have made some mistakes here?—Yes.

31948. Do you think that anyone could make out railway rates as easily as look up a place in Bradshaw, though I have heard it said that that is not always easy?—No; they could not.

31949. And do you know that those railway rates with which you have had such trouble took weeks and weeks of time to work out in Parliament, and Parliament did its best?—Well, their best is a very poor best.

31950. Just tell me this. You have got some enormously high rates here?—Yes.

31951. You have got some that run over 10*s.* a cwt., to Portsmouth, Southampton, and other places, all of which are high, everyone of them over 10*s.*?—Yes.

31952. You will agree with me, I think, that in working out that legal maximum on the principle of taking sea and land it would be something like 6*s.*, or something of that kind?—Including the total distance, sea and land.

31953. Taking the maximum, including sea and land, it would come to about 6*s.* Is not that right?—Yes.

31954. Then that seems to imply that either the railways get more than their maximum or else that the ship gets not only as much per mile as the land charge, but 4*s.* in addition?—Yes.

31955. In the 6*s.* you give the ship credit for its mileage at the maximum legal rate for the railway?—Yes.

31956. If that 10*s.* rate is to be justified as within the legal maximum for the railway part of the journey the ship is getting 4*s.* extra beyond its full mileage proportion?—Yes.

31957. These are through rates?—They are through rates.

31958. So they can only have four terminals?—Two, in my idea.

31959. There might, I think, be four—two in Ireland and two in England. That would only make another threepence.

31960. So that the ship would get 3*s.* 9*d.* in addition to its mileage proportion?—Yes.

31961. And do you understand it—I don't?—I do not.

Examined by Colonel HUTCHESON POË.

31962. With regard to these rates, as Mr. Acworth has pointed out, the maximum rate should be 7*s.* or 8*s.*?—Yes.

31963. And I see the ordinary rate, you say, is 10*s.* to these places—Portsmouth, Southampton, and so on—10*s.* 2*d.*, 10*s.* 3*d.*, and 10*s.* 4*d.*; but the rate you are getting is really 35 per cent. below that?—Yes.

31964. Do you not think that is a very fair reduction. I mean, if you had actually sent your dead poultry 100 miles in this country the maximum rate which the company would charge would be about 4*s.*?—3*s.* 4½*d.*

31965. So that for 100 miles in this country you are charged 3*s.* 4½*d.*, and for another hundred miles by sea and land you are only charged 35 per cent. off the ordinary rate. The ordinary rate to Southampton and Portsmouth is 10*s.* 2*d.* and 10*s.* 3*d.*, and they give you a rate of 6*s.* 9*d.*, which is, roughly speaking, 35 per cent. lower?—Yes.

Mr. William Pedlow, Representative of the Lurgan Urban District Council.

31966. You say in the last page of your proof that you think the powers which the Department have, under the 17th section of the Act, to procure lower rates, are non-existent, but I see in the last report a case where they dealt with the question of rates in the matter of eggs and poultry, and where they succeeded in getting the rate reduced from 4*s.* to 3*s.* 4*d.* per cwt. That is the only one that bears on your special industry, poultry and eggs, but in that particular instance their intervention was successful in procuring a reduction from 4*s.* to 3*s.* 4*d.* per cwt. Do you not think that a decided reduction?—Yes.

31967. And therefore—I do not know whether you have invoked their assistance?—I did.

31968. You got no benefit?—Yes; since I sent in my evidence I have got some benefit; and my evidence was sent in over six months ago and a lot of things have happened since. There is one thing to which I would like to draw the attention of the Commission—that Belfast, shipping by Greenore, gets a preference over Lurgan.

31969. *Chairman.*—Just explain what you mean?—If you turn to the last table I gave you, it shows the rates from Lurgan *via* Greenore and Holyhead compared with the rates from Belfast. The table shows the rates from Belfast to English towns *via* Greenore and Holyhead as compared with the rates from Lurgan to the same towns. From Lurgan to Liverpool the rate is 3*s.* From Belfast, which is twenty miles further (and the train comes through Lurgan in or out), the rate is 2*s.* 6*d.*, so that they get a preference of 6*d.* a cwt.

31970. Now, have they set that right?—No.

31971. That is not one of the things remedied?—No.

31972. That is under correspondence now?—No, it is not under correspondence at all.

31973. Why don't you raise that question?

Colonel Plews.—It is a very simple question.

31974. *Lord Pirrie.*—Do I understand you to say that from Belfast *via* Greenore they deliver goods at 2*s.* 6*d.*, whereas from Lurgan they charge you 3*s.*?—Yes.

Great Northern Company's explanation as to sea competition and the disparity in through rates.

31974A. *Chairman.*—Of course we know what it is.

31975. *Lord Pirrie.*—The competition by sea.

Colonel Plews.—Lurgan is an interior station, and the Belfast port rates and the Newry port rates are alike?—(*Witness*).—But why should they carry this stuff for 6*d.* less?

31976. *Chairman.*—Because if they did not carry it at 6*d.* less they would not carry it at all.

31976A. *Lord Pirrie.*—You send nearly all by Greenore?—Yes, because it is a quicker service.

31977. *Mr. Sexton.*—Would the judgment lead you to think that the rates which you had supposed to be above the maxima were all within them?—I do not think they are all within them. There are some still outside.

A recent legal decision as to the number of terminal charges included in a through rate.

31978. Would not the judgment given lead you to change your view as to the others?—The way I took it was this, that the judge decided that every place that goods were transhipped constituted a fresh terminal.

Colonel Plews.—And that there would have to be a fresh journey?—A fresh journey.

31979. *Mr. Acworth.*—Can you give us any idea of the case brought before him?—It was a case brought before the Railway Commission in England.

31980. Recently?—Recently.

31981. Can you tell us what place it went or what goods or anything?—I cannot.

31982. I cannot remember anything that is connected with this matter?—It was one of the chief inspectors of the Department of Agriculture that told me.

31983. You have not seen it yourself?—No; he reported the matter to me.

31984. *Mr. Sexton.*—Would you wish to put in the rates distinguishing those which on that judgment are not within the maxima?—I have not had time to work it out.

The Commission adjourned till Monday, the 21st October.

FIFTY-THIRD PUBLIC SITTING—MONDAY, OCTOBER 21ST, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Right Hon. LORD PIRRIE, P.C.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. W. BRYDON HILL examined by the CHAIRMAN.

Oct. 21, 1907.

Mr. W. Brydon Hill, Representative of the Drogheda Chamber of Commerce.

31985. You appear on behalf of the Drogheda Chamber of Commerce?—Yes, sir.

31986. You are President of the Chamber of Commerce?—Yes, sir.

31987. I suppose the Chamber consists of merchants and traders interested in the port of Drogheda?—Yes, a great many of them.

31988. It is a representative Chamber?—It is.

31989. And are you acquainted with the trade of the port?—I am very well acquainted with it.

Complaint that the Great Northern Company have generally increased their Drogheda rates.

31990. What is the principal cause of complaint with regard to the rates that you have to mention?—Most of the traders have all got complaints. It is very hard to get them to give specific particulars, however, and especially since the coasting steamer has been removed. I mentioned in my evidence that we have a coasting steamer——

31991. I will come to that directly?—It has been withdrawn, and since then it is very hard, indeed, to get traders to give me, as president, any facilities, through the fear that they will do themselves harm. I could not collect the evidence as I should have been able to do.

31991A. Do you mean that that feeling is prevalent amongst the traders; do you know it?—I do.

The fear of offending the company deters traders from giving evidence.

31992. And that facts would otherwise be brought under our notice?—Undoubtedly. Since the boat has left trading with us, a trader told me that last week the rates have been raised since 1st October. She left off trading, I think, in the end of August, or the beginning of September.

31993. From the 1st October there has been a general increase?—I have been advised that the traders have been informed that the rates would be raised to the old standard that they had to pay before the steamboat was put on.

31994. What is the chief cause of complaint—what particular traffic does it affect?—Well bacon, and corn, and groceries of all kinds. Of course a great deal of it comes in to small traders in small quantities.

The excessive rates for small consignments most felt by traders.

31995. Am I right in assuming that the complaint is that the rates for large quantities are not considered too high, but that the rates for smaller quantities are too high?—It is, decidedly.

31996. That is the complaint?—That is the complaint.

31997. That is to say, that the trade does not lend itself to large quantities, and that for the small quantities the rate is excessive?—It is.

31998. That is your evidence?—That is my evidence, particularly on the Irish railways.

31999. Can you give us one example of that statement?—Here is a bill I received just before I came away, from my own firm, M'Cann and Hill. There is a small quantity of oatmeal going down to the South of Ireland, through Dublin, on which they have to pay 2*s.* 3*d.*, on the 70 lbs., and I consider that is excessive——

32000. One minute. This is under three cwt.?—It is.

A consignment of oatmeal—Drogheda to Cork instanced.

32001. And is charged under the smalls scale rate?—The smalls scale rate?

32002. Yes. But can you give me the through rate from Cork?—15*s.*

32003. For what?—Oatmeal.

32004. Now, then, supposing a consignment is less than five cwt.?—It would work out at 18*s.* 4*d.* a ton.

32005. That does not seem out of proportion?—Perhaps it is not, but it is very high, as compared with the sea-rate from Belfast. If we had to compete—that is where the shoe pinches us—we cannot oppose them. Our position is in the very centre of Ireland, on the east coast, and we cannot sell oatmeal against Belfast in Cork, owing to the rate by sea.

32006. That is inevitable, I suppose, where there is a free passage by sea?—I suppose we must take it as that.

32007. Well, now, the rate you mention to Cork, the difference between the small quantities and the large quantity does not appear to be excessive?—Excessive.

32008. The other instances you give are about the same proportion?—Would you not think that the Limerick rate was too high?

32009. Just mention it?—15*s.* 11*d.*

32010. From Drogheda to Limerick?—Yes, and forty miles nearer than Cork.

32011. The rate to Limerick is 15*s.* 11*d.*, and the rate to Cork is 15*s.*, although Limerick is forty-three miles nearer than Cork. I daresay the railway companies will tell us, but there seems to be an explanation that from Drogheda to Cork there is open sea?—Probably that is it. They have to grant rates that are carried from Dublin to Cork.

32012. Well, now, what about the cross-Channel rates?—The cross-Channel rates to Liverpool are very moderate, but once you go inland it is prohibitive, especially for small quantities, and, of course, I am only speaking now for our own trade.

32013. What is your trade?—Oatmeal. We do a large trade with England, all in small quantities, because it is necessary that oatmeal should be fresh, and quantities; it should not be taken in large quantities owing to the necessity of having it fresh, and we find a great difficulty in doing with such places as Birmingham, Nottingham, Derby, and all the Midlands.

32014. That is a question entirely for the British railway companies?—I suppose so.

32015. You admit the rate to Liverpool is moderate?—It is moderate and fair, and the through traffic to the other lines runs up, and it is the same case with us in Drogheda. The Great Northern serves the town fairly well, but when you come to get through rates they mount up tremendously.

32016. Are the rates generally by the Great Northern satisfactory to you?—Oh, yes, they are very anxious to facilitate in all ways our trade. I am speaking personally; they are most ansious to meet us in anything that is fair and reasonable.

32017. Well, now, so much for the goods traffic. I gather that your trade must be in small quantities, because it is necessary that oatmeal should be fresh, and you would like to see the smalls rate reduced?—I would.

32018. From 3 cwt. to 2 cwt.?—Yes, or even less.

32019. Of course, but the 2 cwt. would be a considerable advantage?—It would be a great advantage.

32020. Have you anything to say about the passenger train service in your district?—You appear on behalf of the Chamber of Commerce?—The only complaint I have in that regard is the train service to

Trim with the Midland line. We cannot get over to Trim to the Assizes in time except by going the night before. We cannot get into Trim until 11.40, and for a juror that is too late. I have been fined myself. I live about three miles from Drogheda.

32021. Where is Trim?—It is the centre of Meath.

32022. Of course it is a cross-country business. I suppose you have to change?—Yes. It would be met if we got a train that leaves at 8.10 to take passengers. It has passenger carriages on it, but it has not a licence or whatever it is to carry passengers until it gets to Navan, and then it takes passengers on from that.

32023. That seems a tangible proposal. There is a train leaves with a passenger coach, but they won't take passengers from your station, but they will from further on?—I suppose they take them from Navan up the line—that is down towards Oldcastle.

32024. *Mr. Acworth.*—The Midland Great Western Railway runs passenger carriages?—I think it will be the Great Northern Railway.

32025. Navan to Kilmessan line?—It is the Great Western.

32026. Then the Great Northern Railway do not carry passengers and the Midland do?—I dare say there is a train from Navan to Kilmessan, but we cannot get that train.

32027. There is a train from Navan to Kilmessan, but it does not take passengers?—Yes.

32028. *Chairman.*—With that exception, Mr. Hill, you have no complaint whatever about the railway company?—Very little.

32029. And you are satisfied with the arrangements generally?—I am, if we could get lower rates for small quantities.

Examined by Mr. Sexton.

32030. You are a manufacturer of oatmeal?—Yes.

32031. You complain of the want of through rates in certain cases, particularly to the South?—And to Derry and the North. We are sending all over the country.

32032. Do you understand that any one company can refuse a through rate?—We cannot get a rate with the Dublin, Wicklow and Wexford—I believe it is now called the Dublin and Eastern Company's Railway to Wexford or Dungarvan—nor can we get it to the South, to Skibbereen or Bantry or these small places.

32033. No matter how many companies may be concerned in a rate it appears that any one can paralyse the rest, so far as the through rate is concerned?—At present there is none.

32034. That is surely a very bad system?—It is a bad system.

32035. Would you say that there ought to be an obligation to give a through rate on any route where there is a current of traffic?—I certainly should.

32036. As to the coasting steamers, we had evidence in February last that the cessation of these steamers was to be apprehended in consequence of the course pursued by the railways. You say they have ceased now?—They ceased in the end of August—suddenly.

32037. And immediately after the railway rates were raised to the old standard?—Not till the 1st October.

32038. The evidence was that the rates remained unaltered in the rate-book—that they were not altered by the railway companies in consequence of the running of the steamers, but that they competed with the steamers by rebates?—Well, now, in our case that was not done. They reduced it on the monthly account from 6*s.* to 5*s.*, and from 5*s.* to 4*s.*

32039. Can you say it was altered in the rate-book?—I could not say.

32040. For all you know, then, it may have been done by leaving the rate-book unaltered?—I think it was unaltered. I remember it having been referred to by the station-master.

32041. It was not altered, but a lower rate was put into the account?—Yes.

32042. That would be illegal?—They gave us a rate of 6*s.* usually for two-ton lots of oatmeal to Dublin before the steamers, and while the steamers were running we got it at 5*s.*

32043. And now it is back at the old figures?—It is back to 5*s.* 9*d.* or 6*s.*

32044. The concession, having got rid of the competition, is now withdrawn?—Yes.

32045. According to the evidence of Mr. Hanna, the system was to leave the rate unaltered and give a rebate. If that were so, all that was necessary for the railway company to do when the steamer ceased was just to continue to impose the rate in the rate-book, simply withdrawing the rebates—if Mr. Hanna's evidence was correct. The rate-book would remain unaltered, but the rebate would be withdrawn?—In our case they never gave a rebate, but the rate was reduced.

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32046. What do you say as to allowing a railway company, while not altering its rates, to give temporary rebates for the purpose of defeating competition, and then returning to the unabated rates when the competition was over?—I think it is very unbusinesslike and very unfair.

The system of giving temporary concessions in rates to defeat competition and then returning to the former rates condemned.

32047. Would you say, if a railway company reduces its rates, either by an alteration of the rate book or by a rebate off the rate, leaving the rate nominally unaltered—that they ought to be obliged, when the competition was driven out, to continue to take the lower rate?—Certainly; and we understand that the Truck Act would protect us in that. I do not know whether it was carried, but it does not.

32048. *Lord Pirrie.*—What has the Truck Act to do with it?—I was told the Truck Act would protect us, even if the boat was taken off, but it does not appear to be able to do it.

32049. *Chairman.*—How does the Truck Act come into it?—I understand that from 1892 the Truck Act came into operation, that no railway could again advance the rate. That was the impression.

32050. Whether that rate was given by way of an overt reduction in the rate book or by way of private rebate from the rate in the rate book?—That is so. I thought it was because of some canal traffic in England that this Truck Act was brought into existence.

32050A. *Mr. Acworth.*—You mis-heard the word. Somebody said the Traffic Act, not the Truck Act.

The operation of the Railway and Canal Traffic Act.

32051. *Lord Pirrie.*—The Truck Act only refers to manufacturers selling goods to their workers.

32051A. *Mr. Sexton.*—The payment of wages in kind, and not in money?—I may have taken up the word wrong—Traffic Act.

32052. Can you say that the reduction given by the railway companies while the coasting steamers ran, made the railway rates less than or equal to the steamer rate?—Equal.

32053. Not less?—I do not think less. I did not hear of any case of less; but it was more convenient for shopkeepers to get by rail, because the weather prevented the steamers coming, and we had sometimes days' delay. In that way it handicapped the steamer.

32054. Is there any probability of another line of steamers?—I am afraid not, unless we buy a boat.

32055. Your trade is necessarily conducted in small consignments?—In oatmeal particularly it is, but in Indian corn we get large quantities.

32056. Within the small parcels rate limit?—The oatmeal particularly.

32057. You send it generally less than 3 cwt.?—As a general rule we do, but we make up a five-ton lot to Dublin.

32058. Do you know how the rate on small parcels is computed?—I do not.

32059. I will read it for you. "For small parcels by merchandise train, not exceeding in weight 3 cwt., the company may charge, in addition to the maximum rate for conveyance, and the maximum station and service terminals authorised by the schedule," and then follows the additional charge for each parcel, according to the class of goods to which it belongs, varying from 5*d.* to 1*s.* 6*d.* for each parcel, in addition to the maximum tonnage rate. Does that system work out oppressively in Ireland?—Very.

Suggested abolition of the "smalls" scale in Ireland.

32060. Is it quite unsuitable for the country?—Oh, seriously.

32061. You think it ought to be repealed?—I do, certainly, for manufacturers in Ireland cannot stand it.

32062. For Ireland, even though it might suit England?—Yes.

32063. We had a witness here who said it was too late to try and develop or revive Irish Industries by a reduction of rates. Do you accept that?—I do not agree with that at all.

The possibility of reviving Irish industries by a reduction of rates asserted.

32064. I find, by the Department's report for 1905, that (although the cross-Channel rates are, in your judgment, prohibitive) the export of oatmeal

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reached the value of £97,730?—That was last year, and was owing partly to the bad crop of oats they had in England.

32065. Owing partly; but, if the cross-Channel rates were made fairer—the export rates—no doubt the exports would be increased?—They would, undoubtedly.

The possibility of increasing the manufacture and sale of oatmeal in Ireland.

32066. And the imports of oatmeal into this country reached the value of £75,575. Now, looking to that import of oatmeal from outside, have you any reason to doubt that, if you had fairer inland rates——?—We would keep it out.

32067. You would do that trade?—We would try to.

32068. How absurd it is then to say that it is too late to develop Irish industry by the reduction of rates?—It is not too late. I would not give up, any way.

32069. The gentleman I mentioned was able to give the railways an ultimatum. He was able to say—"Reduce the rates or I will remove my works out of Ireland," and so he succeeded, but you cannot give such an ultimatum as that?—No.

32070. Irish traders generally have to stay in Ireland?—They have to stay.

32071. It appears that the system of rates, especially of small parcels rates, would need to be revised by public authority?—Yes; and easier facilities of getting the case met and adjudicated; and we have had the difficulty of not being able to approach anybody, owing to the expense of bringing it before the Board of Trade, or whatever course one would have to adopt.

Suggested provision of a cheap means of having traders' complaints adjudicated upon.

32072. The Board of Trade has only persuasive functions, and no powers. Do you think if you failed to persuade an Irish railway company to give facilities that the Board of Trade is going to succeed with them?—I suppose it would not. We never tried.

32073. You have no faith in it, I suppose. About the court—whatever court you establish, so long as a company brought into court to defend itself choose to employ leading counsel they impose upon the plaintiff the same expense, and, in that way, they frighten possible plaintiffs, and keep them out of court. As a matter of fact, the court fees of the Railway Commission are moderate—it is the fees of counsel that make it expensive?—I suppose so.

Examined by Mr. Acworth.

32074. With reference to the through rates, I dare say you know that the law gives you power to propose a through rate over any number of railways?—Even for small quantities?

32075. Even for small quantities?—I was not aware.

The powers of the Railway and Canal Commission as to the issue of through rates and the prevention of the arbitrary excessive rates.

32076. You have the power to write to the Railway and Canal Commission, and say, I claim that a through rate, whatever you propose, we will say to Skibbereen, shall be put into force, and, unless the railway companies object, it goes into force as a matter of course, after a certain time?—I was not aware.

32077. The law does give a remedy—I am not disagreeing with my friend, Mr. Sexton, as to the expense of many of the proceedings before the Railway Commission; I know that too—but the law does give a remedy, and you could, at any rate, begin to put it into force, with a very fair chance of success, at an expense that is not more than one sovereign?—That is moderate. I was not aware of it.

32078. Now, then, similarly, as to the coasting steamers—of course we have to hear the railway company—but, assuming your statement to be correct, that they did charge a rate of 6*s*., and then of 5*s*., and then of 4*s*., do you know that they cannot put the 4*s*. rate up again without the consent of the Railway Commission, if anybody objects?—I was not aware of that.

Instances of rates at Drogheda reduced by Gt. Northern Company and raised again.

32079. If you write to the Commission, and object to this rate of 4*s*. being put up, if you do not appear in your own case, and do not go there at all, and there is no counsel, the railway company would have to give justification of their action before they would be able to raise it?—You must not misunderstand me. That rate of 4*s*. was for five-ton lots.

32080. There was the 6*s*. rate? No, it was 5*s*.

32080A. *Chairman.*—He said 5*s*., they were advanced?—(*Witness*).—5*s*. was the rate for five-ton lots.

32081. *Mr. Acworth.*—That was brought down to 4*s*

32081A. *Mr. Sexton.*—The rate remained unaltered in the rate book.

32082. *Mr. Acworth.*—We will have to see what the railway companies have to say. Assuming your statement to be correct, that they brought down the rate from 5*s*. to 4*s*., they cannot put it up again without the consent of the Railway Commission, and you have not got to prove that it is wrong—they have got to prove that it is right. That is the law at present.

32082A. *Mr. Sexton.*—If they altered the rate book.

32083. *Mr. Acworth.*—No. If the rate was changed. Do you know that?—No.

32083A. I suggest that you should look into that. I dare say you know, also, that it is illegal if they have charged a rate that is not in the rate book. They are bound to put the rate in the rate book when it is charged?—I did not know.

32084. If they altered it from 5*s*. to 4*s*. there was no excuse for not putting it in the rate book. But you have not inspected the rate book to see what was done?—I did not.

32084A. The law cannot put itself in force?—If people do not know they cannot take advantage of it.

32085. You are not using the law that is in force. I do not say that it is perfect; but you have not used what is available?—I did not know.

32085A. *Chairman.*—You did not know.

32086. *Mr. Acworth.*—That is the difficulty. There is a great deal of law we do not know.

32086A. *Lord Pirrie.*—All the witnesses said the same thing—every witness.

32087. *Mr. Acworth.*—Just the same thing. You have not been afraid to give evidence. You have come here?—Certainly.

32087A. And I gather, in answer to the last question of the Chairman, when you raised this point about the difficulty of getting through rates, you think the rate for "smalls" is too big an addition?—I do.

32088. And you also think it is hard that people do not get the benefit of the train from Navan?—Yes.

32089. But apart from that you have not any great complaint?—No.

32090. That is what I understand. What about those people who have not the courage to come. What do you think of their attitude?—They grumble at the rates being exorbitant and high, but when I go to them I cannot get any evidence to bring before you. I could not collect any.

32091. Can you tell us what you think. Your complaints are not very strong?—No.

32092. Do you think that is the attitude of the other people?—I do, to a certain extent. Some of the grocers complain of the same sort of thing that we do—that the small parcels rate on groceries coming from Dublin, and from Arklow, and places of that sort—they cannot get them through at a moderate rate.

32093. They are not satisfied, any more than you are, but, what I wanted to get at was—do you think their complaints, if they had come here, would have been more serious than yours?—I do not think they are more serious, because they are not manufacturers. but I look at our case as more important, because we employ a large lot of labour and we keep one of the largest mills in oatmeal in Ireland, going.

32094. What I am anxious to get is, whether, in consequence of this hesitation about giving evidence. any very serious grievances have been kept back?—I do not think any very serious ones. I should not say that.

Examined by Lord Pirrie.

32095. Has the evidence which you have given been before the Chamber of Commerce?—Oh, yes.

32096. It is not your individual evidence. It is the unanimous opinion of your Chamber?—It is, sir.

32097. That makes it the more important, and I am sure they are interested in what Mr. Acworth has told you. You speak of employing a large number of workers. Have you a surplus of workers in the district—are there many idle?—In the district we live in there are some.

32098. In other words, you could double the work and get sufficient men and women?—Yes.

32099. Without difficulty?—Yes.

32100. That shows that any reduction in rates that would assist you to extend the business would be beneficial to the district?—Certainly.

32101. We had a witness before us the other day—Colonel Crawford—who said a great deal of oatmeal was exported to America. You are the largest manufacturers of oatmeal in Ireland?—Yes.

32102. Have you exported any to America?—We always do.

32103. You do export?—Always do export to America. There is a large order waiting for meal now.

32104. For America?—For America.

32105. Then, it is a great advantage to have cheap rates to Liverpool?—It is.

32106. For the sake of getting there to export to America?—It is.

32107. I am very glad to hear it. There is no doubt, from the evidence you have given, that with lower rates you can increase your own business?—Certainly.

32108. Have you any difficulty in getting raw material—you have not to import?—We buy all in Ireland. We never import any.

32109. You grind and send it away from your own mill?—Yes.

32110. It is one of the industries that should be assisted all we possibly can?—We do not buy a pound of oats except what is grown in Ireland.

32111. Have you any special facilities from the railway companies to facilitate you in buying oats from the West and South of Ireland, as well as the North?—If we are getting a large quantity we approach the raliway, and we get a very reasonable rate. It is not a steadfast thing.

32112. Do the railway companies not realise that for practically every ton of oats you get from the South you send back a ton of oatmeal? Do not the Great Northern realise that they benefit by the second traffic?—They gave a reasonable rate.

32113. They do? That is one of the important things. I think when we have got an important industry like yours, which assists agriculture in Ireland, the railway companies themselves should realise the benefit of giving reduced rates?—On the manufactured article, I may say, they do not give any facilities, but on the raw material, if we are bringing it in in reasonably large quantities, we do get from the Great Northern Railway Company reasonable facilities.

32113A. You have got, evidently, fair arrangements with the railway companies for oats. That is all.

32114. *Mr. Croker Barrington, Solicitor.*—Would you ask about the through rates from Drogheda to Dungarvan—whether he ever wrote to the company to ask for it?—(*Witness*).—We have asked for it, two or three times.

32115. Can you give the date. It seems a reasonable thing, and we will make inquiries?—Mr. Plews, on last Tuesday—I applied to him on last Tuesday.

The reasonableness of the request for through rates from Drogheda to Dungarvan.

32116. On Tuesday?—That was the last time, but before that I think it was in May.

32117. Did he give any reason for not giving the rate?—He said he would inquire, that he did not understand it.

32118. I do not see any reason why there should not be a rate on the Great Southern and Western Railway. We will look into it.

32119. *Mr. Acworth.*—Drogheda to Liverpool is by steamer directly?—It is.

32120. And would not be a railway rate at all?—It is, sometimes, because the service is only twice weekly, and if we get an order in a hurry we have to send by Dublin.

The direct steamers from Drogheda owned by the Lancashire and Yorkshire Railway Co.

32121. The steamers from Drogheda direct are railway companies' steamers?—The Lancashire and Yorkshire steamers.

Rev. H. O'Reilly examined by the Chairman.

32122. Father O'Reilly, I think you are the President of St. Colman's College, Newry?—Yes, sir.

32123. And I think you are not engaged directly in trade and industry, but you have considered and given some attention to the railway problem?—I have. I had something to do with the movement for the railway extension from Ballyroney to Newcastle, and took a deep interest in it.

32124. You are not a railway shareholder?—I am not.

32125. You have no financial interest in the railway?—No.

32126. I suppose you have formed some conclusion as to what in your judgment would be for the best interests of Ireland in connection with the railway system. First of all, do you agree with the suggestion that has been made here that there should be three trunk lines in the country?—Well, yes, I think that would be for the advantage of the country. I think the great grievance, at least one of the great grievances at the present time, is the fact that we have such a large number of baronial guaranteed lines which are not earning their dividends—in fact in some cases not earning working expenses—and which might be worked economically and, I beleive, advantageously to their districts if they were worked by the trunk lines.

32127. Taken over by the trunk lines?—Taken over by the trunk lines. I believe at the present time the State is losing considerably by them. Five per cent. was guaranteed on some of these baronial guaranteed shares, two per cent. of this is paid by the Treasury and three per cent. levied on the baronies in addition to any deficit of working expenses, and I believe if these lines were taken over by the trunk lines, though they would be no great acquisition (at all events), they could be worked very much better for the interests of their districts, and I think if the Treasury bought out the shareholders—it would be a very small matter, very little over a million of money would do the whole thing. It would be good for all parties.

32128. In other words, you would agree to State purchase if confined to these small baronial railways?—Certainly.

32129. But not to the purchase of the whole railways of the country?—I think not. Public opinion is practically unanimous that these smaller lines should be taken over. There are some instances where, if a trunk line worked them, it would be well to alter the gauge—for instance, the County Clare railways. I have travelled over these, and I believe there would be a much better service if the Great Southern worked them with their own rolling stock, but the gauge is against that. There are other cases where there is no need whatever to change the gauge.

Suggested alteration of the light railways from narrow to broad gauge.

32130. Take that West Clare. If it was taken over by one large company, do you think it would be an advantage if the gauge was made the same as that of the working company?—Yes, the five foot three inch gauge. Everybody knows that at these more important stations the main lines have got engines and rolling stock, and they could work an extension very much more cheaply than a separate company could. The main fact of the Irish railway question is simply this—that more than two-thirds of the whole mileage is owned by the three railways referred to in my memorandum. There are about 3,300 miles of railways in the country, and the Great Southern owns or works about a third of it.

32131. At any rate, I gather from what you said just now, that you did not object to State purchase of the baronial railways if they were handed over to the larger companies to work?—That is my view.

Suggested limitation of State purchase to the baronial railways.

32132. You are against State purchase of the whole of the railway system?—I think it would be better to have three good strong companies competing in the country.

The three trunk lines to be left as competing commercial concerns.

32133. Have you based that opinion on any knowledge you possess as to State-owned railways in other countries?—I have been studying it a good deal, I have travelled a little on the Continent, and I have been speaking a good deal to travellers, and they consider that the Great Northern of Ireland gives a very much better train service than is given on the State railways—say, in Italy, and the speed, for instance, is very much better than on the Belgian lines.

The Great Northern of Ireland Co. provide better train service than many Continental railways.

32134. Are you aware, in reference to Italy, that it is only within a recent period that the State has taken over the railway?—I know that.

32135. How long ago is it?—Less than two years ago.

32135A. *Mr. Acworth.*—In July, 1906.

32136. *Chairman.*—You are not speaking from personal knowledge?—Not as regards Italy. I have not been in Italy. I have been in France.

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Rev. H. O'Reilly, President of St. Colman's College, Newry.

32137. Have you read or heard the evidence given before this Commission in reference to rates?—Yes, sir, I have.

32138. You have read it?—I have read it.

32139. Do you agree generally with the witnesses that the local rates in their judgment are too high for the proper development of the traffic?—There is one thing I think I do not altogether agree as regards cheap through import rates, that it would be a good thing to abolish them. I have read what some of the witnesses said about Scottish railways not having through rates for certain things. I think that in the case of goods that we cannot or do not produce in Ireland, a cheap through import rate into this country is an advantage to the Irish consumer.

Low import rates for goods not producible in Ireland recommended.

32140. Just take that case. Were you in the room when the last witness was examined?—Yes.

32141. Take that very case. You think that oatmeal, which is the industry of the gentleman who was the witness, you think that a cheap through rate ought to be in operation for oatmeal into Ireland?—No. I say in that case where we are producing the article, or can produce it, we should not be competed unfairly against by special cheap rates for foreign meal. But with regard to produce and articles of consumption that we cannot produce in Ireland, I think that a cheap rate on these goods coming into the country is an advantage to Irishmen.

32142. *Chairman.*—Take oatmeal. You think it would be an advantage to the people of Ireland if they had cheap through rates for oatmeal from England?—Oatmeal is a thing that we produce. I do not want them to be able to compete unfairly against us.

Proposed adoption of means to prevent imports competing with Irish products at unduly low rates.

32143. You stated agricultural products, you produce everything that is grown, almost, in Ireland?—I must not have made myself clear, what I said was that in the case of those articles that we do not produce ourselves in Ireland, it is an advantage to get them in cheaply, on the other hand those things that we do produce ourselves wherever it can be shown that the through rates from England here were unfair to the Irish producer I think the Imperial Parliament should see to that and try to remedy it.

32144. Stop a moment, let us follow this—that the Imperial Parliament should apply a remedy?—Should go into the question, and devise a remedy.

32145. How can they supply a remedy unless they owned the railways?—The question of railway rates has been gone into before. I think this is a matter that effects agriculturalists in England, too.

32146. I do not quite follow, Father O'Reilly, the line that you have taken up at the moment. Just tell me if I am right. You say that anything imported into Ireland that cannot be produced in Ireland should be carried at a low rate to the benefit of Ireland?—I should not object to the present cheap rate on those things.

Low export rates for Irish products to English markets to meet foreign competition suggested.

32147. What about the export rates from Ireland for what the land will produce. Do you agree that they should be lower than these import rates. Take cattle—take anything, butter, eggs, and all those things. Do you think it would be to the advantage of this country—we are in Ireland—if there were low rates for the export traffic to England?—I think we should get as low rate as would enable us to compete in England with foreign countries, but not being a trader, of course I cannot give a professional opinion upon those matters. I have seen some people write about this, as if all the cheap rates into the country were an injury to the country, and I do not believe that.

32148. You believe they are an advantage to the country where they do not compete?—With existing Irish industries.

The provision of some cheap tribunal to replace the Railway and Canal Commission Court.

32149. Very well. Have you considered the question of a tribunal in Dublin to settle disputes between the public and the railways?—I believe that in case of disputes between the companies and traders, we should have some cheaper way of getting cases settled.

32150. Cheaper than the present Railway Commission Court?—Although there are ways of getting things settled at present, traders will all tell you they do not know how to go about it, and they are afraid of the expense. I think if there were a Court in Dublin these things could be more easily settled.

Further railway extensions from Irish resources improbable.

32151. How would you deal with those districts that have no railway accommodation at present. Do you think that private enterprise will ever provide those railways?—I really do not think that Ireland will pay for very much more railway extension. I believe there should be more motor traction. I believe that districts might pay for motor traction that could not pay for railways.

32152. Very well. Who should work the motors—private enterprise or a railway company?—I think the railway companies.

32153. They should be compelled to provide the motor service in districts where they have no railway accommodation?—Suppose the State would hand over these guaranteed lines to the railway company. I think in consideration of getting these lines the State should make it a condition that they would give certain facilities in the way of motors.

32154. Although the railway companies might say that taking over the lines was a loss to them?—I do not believe they would be at a loss. They could work them very much more cheaply than the separate companies do at present.

Examined by Lord Pirrie.

32155. Why have you made up your mind that three railways in Ireland would be more beneficial than the present system?—The fact is that at the present time they own two-thirds of the mileage of the country, and I think they could very well work the whole of it.

32156. You believe they would work it more economically than the present large number of Boards and staffs?—Yes.

32157. And that they would be able to buy their supplies and what they require cheaper than they do at present, and therefore the saving would go to the reduction of rates?—Yes.

32158. That is why you go for the three?—Yes.

32159. If the three railway companies would be very much better than the present large number of small lines, why would it not be better still to have one entire system; would not they be able to buy all their goods and arrange their train service with one staff instead of three?—That is just where the question comes in of State ownership.

32160. I am not asking about State ownership; I have kept to your own words, that you believe three lines would be better than the present system, and you quite truly say, and I agree, that it would be much more economical than the present system. Having got so far, let us think of it a little more. Take the whole of Ireland. You say you heard the evidence of Mr. Hill, who preceded you. He is in Drogheda and he wants to send goods to Cork or Limerick or Tipperary. On your proposed three railways he would have to make through traffic arrangements with the line he is on to go to the next line; would it not be much simpler and more economical if it was all the one system?—The country likes competition.

32161. Where does the competition come in if from Dublin all south belongs to the Great Southern—where would the competition be?—The two companies are in alliance, more or less, with different English companies.

32162. I want to see what has passed through your mind, why you arrived at the three companies. Although I myself gave evidence in that very direction before the Allport Commission and advocated it at the time, I want to see why you arrived at three instead of one?—The thing passing through my mind really was this, that these three trunk lines carry more or less different traffic. The Great Northern line, on the whole, is at present developing the linen industry and other industries in the North, fairly well. I quite admit there are complaints—there always will be complaints, I suppose—but the Midland Great Western line, on the other hand, carries cattle principally, and there are more or less different industries connected with those lines. There is an idea amongst gentlemen in trade that I have been speaking to, that it would be much better if those two lines remained separate from each other and from the Great Southern and Western.

32163. That is not in accordance with the statement of some of the witnesses here that about seventy per cent. of the traffic goes from Belfast away to Sligo, and even down to Galway, and that they send off groceries, and things of that sort, largely from Belfast to this district?—I know that is quite true. I know, as a matter of fact, that traffic goes from Newry to Sligo; but I am speaking generally.

32164. In that case, would not one system for the whole country be much more economical and much more convenient to the traders of Ireland?—I don't see that—that it could be brought about at all under a State system of railways.

32165. But I did not ask you that question. I only wanted to know whether you saw any disadvantage in having one system, provided it could, in some way or other, be arranged, without State purchase, which you seem to object to. You admit that it would be cheaper to work three railways than as at present?—I think if you got the length of having three railways it would be all right.

32166. But you don't say it is possible?—I do not think that we could get all lines into one system even if it were desirable, and we want to get something.

32167. I will leave it there. Now, do you propose to hand over free to the railway companies those small lines?—I think that that would be the best thing for the Treasury to do.

32168. You want to get money from the British Government?—About a million of money would do the whole thing.

32169. And you want to get that million of money to buy the small lines, and hand them over to the big lines at the present moment?—Yes. And part of the bargain should be that the companies getting these lines should put on certain motor services.

32170. As feeders to the main line, for the convenience of the public?—Yes.

32171. Is that what you want?—That is my idea.

32172. As you live in the district, do you look upon the County Down line, which runs through your district, as one of the small lines?—No. As a matter of fact, I never mentioned that line. It is a very good line.

32173. You say three?—Yes; three main trunk lines. And I believe that that line is all right. I believe the County Down line will amalgamate voluntarily with the Great Northern later on.

32174. But it is not a line that you would make a present of to the Great Northern?—Decidedly not. The lines I spoke of were the guaranteed lines, light railways.

32175. But still that is one of the lines that happens to come in, and must go to one of the trunk lines?—That involves an arrangement between the companies, and, as a matter of fact, I believe the whole thing that prevents Irish railways for the last twenty years from amalgamating is the question of terms.

32176. But do you think that for the convenience of trade in the County Down it should be taken over by the Great Northern?—I think it should. I am not in any great hurry. It is a good line.

32177. I only want to be clear as to what you meant in your evidence to the Chairman, who did not seem to quite understand your evidence, and neither did I. You would reduce the rates for imports when Ireland cannot or does not manufacture that particular article. You would take them as cheap as you could possibly get them. That is what you meant to convey?—Yes.

32178. Take the question of butter. We know that four months out of the year Ireland does not produce as much butter as would give us all we require. Would you reduce the import rate for four months of the year and then go up again as soon as we have got a supply?—That could not be done.

32179. No; but you did not mean that?—I did not mean that. The whole thing is that I think there should be a proportion between import and export rates that would be something like fair; that with regard to those things that we are producing ourselves Ireland should not be at any disadvantage in the English market.

32180. You are aware that in the winter season, in the months of December, January and February, we import a large quantity of butter?—As a matter of fact we import any amount of butter in Newry.

32181. You do?—There is any amount of Danish butter sold in Newry.

Examined by Mr. Acworth.

32182. Just a word about those three companies. I understand you want to keep what you call competition alive to some extent?—Yes.

32183. You want to keep different systems in competition. Let us call it a comparison even perhaps more than competition?—Yes.

32184. If you had one system, whether it was a State or a private system, you would have nothing to compare with anything?—No.

32185. Under your system of three it might be obvious that A or B or C company was developing its district?—Yes.

32186. And then you would ask why are not the other two doing the same?—Yes.

32187. And there would be a standard of comparison even if there was not competition?—Yes.

32188. Is that practically the way you put it?—Yes.

32189. That is what I rather thought was your view?—That is my view.

The comparison which three systems would afford for judging the efficiency of their working as affecting the development of the country suggested as a good reason for their retention.

32190. You state in your proof, though I do not think you mentioned it here, that the time for State ownership has not arrived, or that it would be premature, or some phrase of that kind?—I do not think public opinion is made up on the question. I may tell you I believe that public opinion is made up on this, that there should be some change in rates, and, though some people seem to imagine that State purchase is necessary to do that, I do not think it is. Many people paying largely railway rates have told me the same. A man paying about £1,200 a year in railway rates told me he would be very hostile to a State system.

Public opinion said to be unanimous for reduced rates, but divided regarding State purchase.

32191. And your view is that public opinion would be nearly unanimous, as far as public opinion ever is unanimous, in favour of a further development, but not of going the whole way?—Yes, that is my impression.

32192. Now about the guaranteed railways. I can quite understand in the case of a railway that, roughly speaking, is paying its working expenses and no more, under separate management, that if a big railway took it there would be a considerable saving in working expenses?—Yes.

32193. As it would need no general manager and no secretary, and so on?—Yes.

32194. Probably the big railway might develop the traffic and get better receipts?—Yes.

32195. It would be a good bargain for the big railway company to get it for nothing?—It would.

32196. On the other hand, you think it would be a good bargain for the State to hand it over gratis; it would pay the State to do a liberal turn to the company?—Yes, and it would be a great matter for the unfortunate ratepayers.

The difficulty in dealing in any scheme of amalgamation with unremunerative lines.

32197. What I want you to tell me is, what would happen in a case like that of the Timoleague and Courtmacsherry line that came before us, where the gross receipts were not half enough to pay the working expenses. I suppose the railway company would not be very anxious to take that even free gratis and for nothing?—That is so.

32198. Have you ever thought how that point can be dealt with? The railway company would be rather in a strong position to say to the State, "We won't work it unless you give us a very heavy payment"?—A good deal would depend upon the company that would take it. If it could be easily worked as an extension. Is it a branch of the present Cork and Bandon?

32199. Yes. It is a branch of a branch if I remember aright. It is a branch off a line, the name of which I do not remember accurately, Timoleague and something.

32199a. *Mr. Sexton.*—Ballinascarthy.

A motor service better than a bad railway.

32200. *Lord Pirrie.*—Would it not be better to put on a motor service than take over a bad line?—Yes. In fact some of those extensions were not needed. A motor service would have been sufficient. As a matter of fact, the motor services in some cases did not pay either.

Irish light railways, with few exceptions, earn working expenses.

32201. *Mr. Acworth.*—I am afraid they did not. What I wanted really to get at was this. Have you thought out the thing in detail enough to be able to suggest how you ought to get a big railway company to take over a little railway that would be a bad bargain, even for nothing?—Well, I looked up practically all the light railways, at least the most considerable ones, the Cavan and Leitrim and the Clogher Valley, and found that in most cases they earned working expenses, and in some cases a little more.

32202. They would be a good enough bargain for nothing?—They would at their worst make an approach towards paying the working expenses at all events. The only light railway of the kind that

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would fall into the area of the Great Northern would be the Clogher Valley.

32203. That would be a good bargain at nothing?—I believe that it would be an advantage to have it taken over, seeing that it is proposed at the present time to extend that line to Newry, and the Treasury has offered a grant. I believe there is a balance of the money still to be found, and there is some difficulty about it. If the Great Northern got the Clogher Valley they should make this extension.

Proposed transfer of the Clogher Valley line and its extension from Tynan to Newry when made to the Great Northern Company.

32204. I will ask you a question on your last point, that extension to Newry. I dare say you are aware there was a project at one time, but I think it fell through, that the Lancashire and Yorkshire Company should put money into it?—Yes.

32205. We have had some evidence that some people were in favour of getting the English company's subscription, and some against it. I did not gather that Newry would have objected to the Lancashire and Yorkshire putting money into it?—Indeed they would be very glad to get money from any source.

32206. Do you see any objection?—I see no objection.

Suggested exemption of the Midland (Northern Counties Committee) Railway from amalgamation.

32207. You are not afraid that it would put the Irish system, as it were, in bondage to the English?—I do not think so. I think in the North we are very well able to hold our own. I do not think it would do us any harm. I shoud imagine, however, with regard to the Northern Counties system belonging to the Midland of England, that the people would prefer to let that stand as it is. I think that line must remain outside amalgamation.

The Newcastle extension should be merged in the Great Northern system.

32208. You think that the Northern Counties system ought to belong to the Midland Company?—Well, I think as the majority of the people say that it is a very good line it should be left as it stands.

32209. You spoke in your evidence of the Newcastle extension?—I think that extension should be acquired by the Great Northern.

32210. That is a little extension of the County Down, but the Great Northern trains run right into Newcastle?—Yes.

32211. That apparently is worked in two hands, with a junction at Castlewellan?—Yes, I know a good deal about that. The Great Northern has running powers into Newcastle, and, as a matter of fact, runs all passenger trains into Newcastle. It has no difficulty whatever.

32212. All the passenger trains run through from the Great Northern?—Yes. The County Down also runs passenger trains from Newcastle up to Castlewellan.

32213. *Lord Pirrie.*—Not further?—Not further, because they do not own further. The Great Northern owns Castlewellan.

32214. *Mr. Acworth.*—Is the service managed satisfactorily to the public?—Yes.

32215. We have heard a good deal about blocks at junctions, where two railways disagree. There is a case of the harmonious use of a junction?—Yes.

32216. *Mr. Sexton.*—It is exceptional?—It is only a matter of a few minutes run from Castlewellan to Newcastle.

History of the promotion of the Newcastle extension.

32217. *Mr. Acworth.*—Mr. Sexton says it is exceptional. Can you tell us how that extension was made?—There was a local committee formed to work the thing up, and they spent a good deal of money in preliminary expenses, endeavouring to get the Government to give a grant. Well it was understood at first that there would be a small grant given, with a view to developing the fisheries along the coast as well as some mineral deposits in the district that might be traversed by the line. However, the Government gave nothing, and Earl Annesley came to the rescue. He agreed to give the interest in his land, with the exception of his townpark land, for nothing, and the Great Northern Company communicated with the committee that they would expect the tenants to do something. The committee interviewed the tenants, and the tenants agreed not to traverse the award of the arbitrator, and to put the company to no legal costs whatsoever, and, when the tenants agreed to this, the Great Northern promoted a Bill for the purpose of this extension. The County Down Company then brought in an opposing Bill. The reason of the County Down's opposition was that they were getting nearly all the Castlewellan traffic in Newcastle, and the Great Northern scheme was to construct a separate station from the County Down at Newcastle, with, of course, a junction for goods. The County Down people demanded that the Great Northern should use their station; and the Great Northern said that they were not going to make a line to accommodate the County Down traffic for nothing; but, finally, a compromise was made, that the County Down would make the four English miles into Castlewellan, and the Great Northern would give them running powers on their line as far as Ballyroney, whilst the Great Northern should have running powers into Newcastle.

Rivalry between the Great Northern and County Down Companies.

Subsequent agreement and construction by both, of separate sections.

32218. And the result was that the line was made, and the two railway companies are able harmoniously to use the line without any Government grant?—Yes.

32219. How long did it take to make that?—It took us three years; in 1900 the Bill was passed.

32220. An unopposed Bill at the end?—An unopposed Bill at the end.

Examined by Mr. Sexton.

32221. You look at this question, not from any particular point of view, but from that of the general interest of the country?—Yes.

32223. Now, first to touch upon through rates and local rates, you say that the whole system of local rates should be simplified, and that through rates from places outside of Ireland, which are clearly and manifestly prejudicial to local interests, should be abolished. That is what you said?—Yes.

32224. I feel no difficulty in understanding your position. You say that when a through rate into Ireland is on raw material, or on something that, as you say, could not be made in Ireland, a low import rate is an advantage?—Yes. Take wheat. We grow comparatively little wheat in Ireland, and a low import rate on foreign wheat would, I think, be a considerable advantage to Ireland, for the milling industry in the country.

32225. So, when there is a low import rate on goods, even if manufactured, that are not manufactured, and could not be manufactured in Ireland, the low import rate keeps down the price to the consumer?—Yes; and is an advantage, therefore, to the nation.

32226. But where through import rates prejudice local interests you would, you say, abolish—do you say "abolish" or revise them?—Revise would be more correct.

32227. You bear in mind, no doubt, that if you abolish any through rate, or raise any through rate, you will raise the price of something or other to some consumer?—Yes.

32228. Well, then, would it not be better, instead of revising the low through import rates, to revise the inland rates, so that, without raising the price to the consumer in Ireland, the Irish manufacturer might yet be able to compete with the importer. That is what you mean by the simplification of local rates?—No. What I mean by simplification of local rates is that some people believe that it is so very hard to understand what is the maximum rate for a certain distance, and so on.

32229. But, of course, when you say that the import rates should be revised when they prejudice local industries, what you mean is, when the inland rates affecting local industries are higher?—Yes.

32230. Would it not be better to equalise matters, not by revising through rates so as to raise the price of goods to consumers, but by reducing the inland rates so that the local manufacturer may be able to stand on an equal footing with the importer who has a low through rate?—I think the importer can get too low a rate. I think the whole difficulty is this, that the importer has got too low an import rate, and if the local rate and import rate were brought more into harmony they would be more workable.

32231. Exactly; that instead of raising the through rate you think the better way would be to lower the inland rate, so that the home manufacturer might transport his goods to markets in Ireland on a more equal footing with the importer, who has now the unfair advantage of a low through rate?—My idea is simply this, that the local rates are believed to be a little too high, and, on the other hand, some of these through rates are unduly low.

32232. The import rates?—The import rates are unduly low.

32233. The point I am putting is this, whether it would be better to amend by raising the import rate, with the consequence of raising the price to the consumer, or whether it would be better to amend by lowering the inland rate so that the home manufacturer might compete in price with the importer?—Within certain limits. I understand the principle of the question very well, but, as I say, I am not at all an expert on the matter of rates; but I can see this much clearly enough that all the evidence seems to point to the fact that there are some things coming in at rates that cannot possibly pay.

32234. But if the through rate is lower than the inland rate, then would it not be better to lower the inland rate to the level of the through rate, rather than to raise the through rate to the leval of the other, so that the consumer who has to buy the goods may not be prejudiced?—I prefer to put it in this way, that the two should be brought more into harmony; if necessary, perhaps the inland lowered a little and the other raised a little.

32235. If you raise the through rate you raise the price of the goods. If you lower the inland rate you enable the home manufacturer to compete with the importer without raising the price of the goods. Which is the best?—It would be better to reduce the inland rate. This is not to be taken as in contradiction of my previously expressed opinion in favour of revising rates. Theoretically, if inland rates were as low as the present import ones, it might seem attractive, but the thing is, I believe, impracticable, as no Irish railway lines could then pay anything like their present modest return on capital invested. Besides, the British consumer can't have it both ways.

32236. Now, should you say that the worst symptom of the unhappy economic state of Ireland is the persistent emigration?—That is really what is making a great deal of the difficulty.

32237. It is the most challenging symptom, is it not, of the economic state of Ireland?—Yes.

32238. You know the case as stated—that our exporters have to pay high rates upon their exports to Great Britain, and that imports to Great Britain from abroad are brought at rates so much lower that the food imports to Great Britain from abroad have vastly developed, occupying the ground which Ireland might have had upon a fair rate system?—I believe that a great deal more could be done for the country by co-operation, and by paying more attention to the quality of our products. I know, as a matter of fact, that butter, for instance, sent into our markets is not saleable often in the very towns where it is sent, because small farmers have not got the proper appliances, and the proper house accommodation, for dairies and so forth, and I believe that a great deal of the imported goods come in for that very cause.

32239. These matters, in Ireland, have been much improved. I return to the point. If the rates on exports from Ireland to Great Britain are substantially higher than those on exports from countries abroad to Great Britain on the same products, the effect would be, as we have seen, an immense development of imports from abroad, and a reduction of exports from Ireland. That would be the natural result under such unequal systems of rates, of competition over a series of years?—That is so.

32240. Now, then, as to Irish manufactures, just for a moment. The evidence is that the system of low through rates does flood this country with imported goods to the value of between fifty and sixty millions a year, whilst the Irish manufacturer, by reason of high inland rates, finds it difficult to sell his goods even in Irish markets not remote from his factory. That would, of course, tend to suppress or diminish Irish manufactures?—Yes.

32241. Now, if we find the agricultural output of Ireland in that way limited, and the manufactures of Ireland in that way suppressed for a long series of years together, does that, go far, in your opinion, to account for the persistent emigration. Taking the two together, the restriction of the agricultural output and the limitation of the home manufactures, limiting, in the first place, the employment of the agricultural people, and limiting, secondly, the employment for the surplus population, which the agricultural districts throw off in every generation, must not persistent emigration be the necessary consequence?—The chief industry I know anything about is the linen industry, and that, under existing conditions, is at present doing remarkably well, and there is any amount of employment; yet, I have been told by parish priests that even in those places where wages are better, and employment constant, emigration is still going on. They say that it is simply because nowadays people find it easy to go to America, and because there are such extraordinary wages in it, that a certain section will emigrate.

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Causes that contribute to persistent emigration from Ireland.

32242. Extraordinary wages and extraordinary expenses in America?—But if you go there for a few years you can make money. I know of places in the County Down where the emigration is still very great. If a man comes in for a few acres of land, and he finds it burdened with £70 or £80 of debt, he generally goes to America, and can easily save up the £70 or £80 after a couple of years' work, a thing which he could never have done at home.

32243. The Irish people are very fond of their country?—I think they are very fond of rambling.

32244. Very fond of home too?—They are, after they have had a little travel first. I think they are far fonder of travelling than they used to be.

32245. Apart from that, is not it notorious that all over Ireland, the limitation of the agricultural output, the want of work, does send the people away who, under other conditions, would go to organised industries in the towns, but we have no organised industries to afford employment to the agricultural surplus, and so emigration continues. You would at least say that if there was an expansion of the agricultural output and a growth of manufactures, the emigration would be less. It would seem that in order to check this emigration, unparalleled as it is in the history of the world, we need a general revision of the export and inland rates?—I think the emigration is showing signs of abating.

The limitation of agricultural output and the want of work.

32245A. Well, I fail to see it in the statistics, so far.

32246. *Lord Pirrie.*—Is it emigration you say is abating?—Emigration. I think it has touched bottom.

32247. *Mr. Sexton.*—No sign of that, Father Reilly. If, in order to set these things right, we need to revise the export rates, and to lower the inland rates, can that ever be effectually done from the outside, through the present railway companies. Look to the experience of fifty years, the efforts of the Board of Trade, the working of the Agricultural Department, the judgments of the Railway Commission. Do you find that all these together have made any impression on the railway system, or made less intense the acuteness of the public complaint?—I think during the last twenty years there has been a very great improvement on the main lines, on the three trunk lines.

The possibilty of improving the condition of the railways to suit the needs of the country without abolishing private ownership.

32248. The rates have remained substantially the same?—The public have got greater facilities.

32249. I am not on that question at all. I am on the question whether the public authorities—executive, judicial, and administrative—have been able to make any impression on the system of railway rates from the outside. They have all remained substantially the same, and can you, Father O'Reilly, in the case of a system so complicated, so intricate, possessing such able officials, and such a high administrative organization—can you ever really revise a system of rates that you yourself hold it to be necessary to revise, by attempting to operate from the outside. Can you reform the business, except by going in and taking it up?—I think you can.

32250. How?—Railways are monopolies, and regulated by the State, to a certain extent.

32251. But the State has exhausted itself by legislative, executive, and judicial efforts, to endeavour to accommodate the system of rates to the needs of the public, and those efforts have failed so far. Does not the failure of forty or fifty years suggest to you the need of some new departure?—Certainly; as I said myself, I feel that a step forward should be made, by taking over all these unremunerative lines.

The transfer of the unremunerative Railways to the trunk lines a step in that direction.

32252. But as a reform is so much required in the system, would you agree that the reform to be put in force should be that which has been found in similar cases most effectual for the purpose. You could hardly dissent from that?—Certainly not.

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32253. Now you have three trunk lines, and you think there is some useful competition. Might I ask you, apart from the competition between sea and land carriage, is there any competition in rates? Does any company offer to do the same service for a lower price than another?—Traders always believe that where you have competition you will have low rates.

The practicability of reducing privately owned lines to six by a scheme of voluntary amalgamation.

32254. There is no competition in rates. There is a competition, which I submit to you is wasteful—canvassing for traffic and conveying traffic by roundabout routes, increasing expenses, and rendering it impossible to reduce the rates. Does not that system operate in the long run to the disadvantage of the public. I think instead of three trunk lines you would have really six. You would not compel the County Down line to amalgamate?—No.

32255. Do you think that the directors of that line would consent to perform the happy despatch on themselves?—I do not say so, but judging from what has taken place for the last ten or fifteen years in the amalgamating of the smaller lines, I believe it will be amalgamated.

32256. Self-preservation is the first law of railway boards, as of other institutions. Would the Northern Counties Committee consent to be swallowed up by the Great Northern?—I believe the majority of the people do not want amalgamation there.

32257. And would the South Eastern line consent to be absorbed by the Great Southern—their ancient enemy? You have six trunk lines instead of three?—Well, I mentioned these three main lines simply because they have light railways in their area.

The supervision of six systems in the interests of the public feasible.

32258. But there is a question more important than the light railways. If you leave three or six railway companies in existence, do you not leave in existence opportunities for wasteful contention about traffic and broken services at junctions, and those other difficulties of which the public complain; do you not still leave open the occasion for a continuance of these causes of complaint?—If you had only three large lines and three small ones, it would be very easy to watch them.

32259. I fail to see that you make out three. I think it is six, because you could not compel those other lines to commit suicide?—Certainly not.

32260. And then you would have six, would not you?—Yes; but it must be remembered that those three trunk lines I have spoken of throughout would have seven-eighths of the mileage of the country.

32261. But the relative smallness of those three lines, the limitation of traffic on those lines, would not induce them to consent to be abolished; so that you could not, by your plan, bring the number under six, unless you compelled these three lines to amalgamate?—Certainly not. But there might be voluntary amalgamation later on.

The allocation of the profits arising from economies effected by a reduction in the Irish railway companies.

32262. Then you have certainly six; but amalgamate down to six lines to-morrow, and, the rates remaining where they are, these low import rates and these high export rates, where is your step forward to deal with the problem that is pressing on people?—I believe that owing to the fact that the system would be worked more cheaply, the lines that would get these little feeders would certainly have greater receipts.

32263. And would pay greater dividends?—No; I do not believe so.

32264. Why?—I believe the policy of our leading companies is not to increase the dividend beyond what it has been for the last ten years.

Improbability of the dividends being increased.

32265. Remember that the average dividend on Irish railway capital is less than four per cent. at present. You would not expect the shareholders to stand by and see the increased profits being put to the reduction of rates (which might not bring in recoupment for years) instead of to dividend?—I know that the Great Northern on many occasions have earned enough money to pay the shareholders seven per cent., and the directors never did it, but always spent it on improvement of the permanent way, etc.

Encouragement of local industries by the companies anticipated.

32266. They consider 6¼ enough, and perhaps it is; but where you find the average dividend between three and four, would it be a safe thing for the public to amalgamate lines on the assumption that if there was increased profits those increased profits would go in reduction of rates. Could you rely upon it, with the assurance necessary for a feeling of security?—I think that those large railway companies for their own preservation would encourage local industries. Shareholders after all see that if the country is not improved they cannot get their dividends.

32267. Shareholders consider that their interest is most concerned with large dividends. In commercial enterprises private profit is the object; and do you really expect railway companies to act in a manner different from any other commercial undertaking and hold altruistic views?—Certainly not; but at the same time I believe that if any railway company, or any other company, adopts too selfish a policy, it cannot succeed.

32268. That, even from the merely prudential point of view, is absolutely true; but how usually men in general fail to perceive it?—It is perfectly true.

32269. When you drew up your memorandum some time ago. I apprehend that the form of State purchase to which you referred was that by the Imperial Government?—Yes.

32270. If the Imperial Government bought the lines and committed them, as they necessarily would, to the care of any Imperial Department, controlled by the London Treasury, would you in that case apprehend that the increased profits derived from the concentrated working, once paid into the British Exchequer, might never become available to Ireland?—Most probably they would; but, at all events I have a great distrust of any more boards.

32271. A needy Chancellor of the Exchequer might say that the Imperial State, being the purchaser, was *prima facie* entitled to the profits, and then we might whistle for our reduction of rates. Would that be a possible result?—It would.

32272. Now, looking to all that you have said about emigration, about the effect of high export rates, and the effect of low import rates; if you saw a fair prospect that the acquisition of these lines by Ireland, upon whatever financial arrangement might be found most convenient, and the working of them by a representative body, subject to the opinion of the Irish people, would produce such a revision of rates as would put this country into a sounder economic state, and develop agriculture and make manufactures thrive, should you be in favour of such a system, not as a step forward, but as a final solution of a question that is urgently pressing for final settlement?—My idea is simply this. I don't like to touch politics.

32273. No, let us keep off politics?—But the idea in my mind simply is this, that if Ireland had a Legislature of her own and an Executive of her own, and all that, and if they in their wisdom said, "We will buy the railways and take them over," there might be some guarantee that the thing would be run in the interests of Ireland. Under existing conditions, I do not think there would be.

32274. But suppose by the Imperial Parliament an authority was created?—What power would this authority have?

32275. This authority would have power to borrow and power to rate, perhaps. It would be a representative authority. it would be such an authority that, being representative, the people of Ireland would have power from time to time to take care that the interests of the country were being served by the representative body. Do you consider that such a solution of this transit question would prove as effectual in Ireland as it has proved in many other countries. Would you deny to the people of Ireland the chance of so great a reform simply because a greater reform cannot at present be obtained?—I did not say that. As I said before, if there was a Legislature in Ireland and an Executive, and so on, like what was contemplated under the Home Rule scheme, and if that body in its wisdom considered that it could work the Irish railways better itself, after compensating the shareholders, that would be one thing; but I could not approve of the Imperial Parliament taking over the Irish railways.

32276. I am not thinking of the Imperial Parliament taking them over. You have agreed that the Imperial Government would not be a fit machinery; but if finances were provided by Treasury loan to Ireland, or by Irish loan, or by grant as an offset against over-taxation, and that an Irish body, responsible to the people of Ireland, would be thereby provided with adequate resources, would you deny the Irish people the realisation of that reform simply

because they might have to wait a longer time for a native Legislature; or would you allow them to have the railway reform when they could get it and the Legislature afterwards, when possible?—Everything depends on the nature of the body.

32277. If the body was a fairly representative body, would that content you?—It would, if it were provided with resources such as you have alluded to. I believe in better State regulation of railways; but I have strong objections to State ownership, on economic and political grounds, in this country under existing conditions.

Oct. 21, 1907.

Rev. H. O'Reilly, President of St. Colman's College, Newry.

The acquisition of the railways and their control by an Irish Statutory Body endowed with large powers and ample resources approved.

Mr. PATRICK M'LOUGHLIN examined by the CHAIRMAN.

Mr. Patrick M'Loughlin, Shirt manufacturer, Omagh, Representative of the Omagh Board of Guardians.

32278. You are a shirt manufacturer?—Yes.

32279. What place?—Omagh, County Tyrone.

32280. And are you a member of the Board of Guardians of Omagh?—Yes.

32281. And are you also a member of the Omagh Rural District Council?—No, sir; Guardians are not members of the Rural District Council. Omagh is an Urban District, and the Guardians are merely Guardians. They are not District Councillors. There are two bodies.

32282. Then you speak on behalf of the Board of Guardians?—Yes, sir.

32283. And also of the Rural District Council?—Oh, yes, of course both are the same, but the Guardians are appointed by the Urban District, and they have only Boards of Guardians.

32284. At any rate, you are appointed by that body, whatever it is, to give evidence before this Commission?—Yes, sir.

32285. Now, what is the extent of the authority of these Guardians in the County of Tyrone?—We represent the whole of the Parliamentary division of Mid-Tyrone and portion of South and North Tyrone. The population represented is 50,000, and the valuation £120,000.

32286. What particular trades in the district do you wish to represent before us?—Shirt and underclothing manufacturing are the industries principally.

32287. Now, what particular district are those manufactured in?—In the counties of Derry, Tyrone, and Donegal.

32288. Is that particular district well supplied with railways?—No, sir; there is a large portion of the Counties of Tyrone and Derry where there are no railway facilities whatever in a district of pretty well 400 square miles. It is practically a circle, with a small line of eight miles and another of twelve, going towards the centre of the circle.

32289. What railways are those?—Well, there is the Midland of England, that has one small branch going into the centre of the circle, about twelve miles from Limavady to Dungiven.

32290. What is the other line?—I think the other is the Midland also. It runs into Draperstown.

32291. Where do you suggest, in that particular area, a central railway is needed?—A central railway is needed from the junction on the light railway from Strabane to Londonderry, at Donamana station, right from that to Donamana town, and from Donamana to Plumbridge, and from Plumbridge to Gortin, and from Gortin to Greencastle, and finally to Cookstown.

32292. That is from Derry?—From the junction, that would be half way between Derry and Strabane.

32293. Now, do you know what the length of that particular branch would be, about?—It would be about I should say forty miles from the junction to Cookstown.

32294. And that has been put before us by previous witnesses?—Not exactly the same. They are recommending Strabane.

32295. The same general recommendation, but you propose to start at a different place?—Yes.

32296. This line which you suggest to Cookstown, serving the places which you have named, do you think that that would assist in developing any industry there?—It would largely assist in developing the industry that I represent, of shirt and underclothing manufacture. And I should say the people whom I represent desire also a branch from Gortin to Omagh, so that it would be joined with the capital town of the county.

32297. Am I right in saying that females are principally employed in your industry?—Mainly.

32298. And is that an agricultural county also, or a barren county?—No; Tyrone is a good agricultural county. But the district referred to, viz., the 400 square miles, I would say should be made a congested district—a very poor district.

32299. Now, so much for the projected line which you think would be a great advantage, but what about the existing accommodation—what complaints have you with respect to the existing accommodation?—We think that the passenger charges and freights are much too high.

Complaints as to excessive rates for shirts.

32300. Just, first of all, about your own industry—shirts. Tell us why you think the rates are too high, and hinder in some measure the development of that trade?—Well, the freight from Belfast to Omagh on heavy shirtings is 21*s.* 4*d.* a ton, and I find in practice that that rate amounts to a charge of 9*d.* per dozen shirts, working mens' shirts.

Belfast and Omagh instanced.

32301. *Mr. Sexton.*—How many miles?—Sixty-six miles. For a dozen shirts for which we are paid 2*s.* 3*d.*, that is for the manufacture, for the making up, the labour portion, 2*s.* 3*d.* per dozen, the carriage of this heavy class of goods to and from Belfast is 9*d.* out of the 2*s.* 3*d.* That is, it will leave us only 1*s.* 6*d.* to pay the workers.

32302. *Mr. Sexton.*—Who pays the 9*d.*?—The manufacturer.

32303. Does it come out of what should be given to the workers?—Out of what should be given to the workers.

How the shirt industry of Omagh is carried on.

32304. *Chairman.*—You mean that the carriage works out at 9*d.* per dozen shirts?—Yes; that is including the carriage both ways, to and from Belfast.

32305. How do you mean both ways?—The carriage would cost 4½*d.* coming to Omagh for a dozen shirts and 4½*d.* to go back to Belfast to the warehouse. I should explain that my business is rather more of a maker-up than of a direct manufacturer.

32306. Ah, I see. They are sent to you to make up?—Yes, from the warehouse. They send the materials to us in Omagh to make up, and we send them back to the warehouse in Belfast.

32307. I understand. You calculate that it is about 4½*d.* for a dozen shirts each way?—Each way. I am speaking of a heavy class of goods.

32308. Workmen's shirts?—Workingmen's shirts.

32309. Heavy cotton?—Yes, heavy cotton.

Average transit charge.

32310. Now, then, the making-up of a dozen shirts you calculate costs about 2*s.* 3*d.*?—That would be if there was no railway carriage. That is what it would cost in the process of making up.

32311. Never mind the railway carriage. The making-up charge is 2*s.* 3*d.*?—2*s.* 3*d.*

32312. Do you not say that the making-up charge is even a good deal less than that?—No, sir; but I would arrange with a Belfast house how much they would pay me for a dozen at Omagh. I would undertake for a price, say, 2*s.* 3*d.* per dozen. They would then arrange to send on a thousand dozens at that price.

32313. Then you calculate that it costs 2*s.* 3*d.*, and in that you include the carriage.

32314. You include the carriage in the 2*s.* 3*d.*?—Yes.

32315. Now do you employ a large number of people in this class of work?—Yes; when I was making this class of goods there was a very large number of girls in the country, perhaps two or three hundred. I should explain the nature of the industry. We do not make them in our factory in Omagh. The system in the counties that I have described is that the goods are cut out in the factory and they are sent to the various cottages and the girls make them up and return them.

32316. At so much a dozen?—Yes.

The decline of the shirt industry mainly due to excessive transit charges.

32317. I understand that you supply threads and buttons and everything?—Yes.

32318. Now, is that industry still going on?—Well, the portion that I am now describing has ceased to exist for some years, as the carriage made it impossible.

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Mr. Patrick M'Loughlin, Shirt manufacturer, Omagh, representative of the Omagh Board of Guardians.

32319. That is to say, you only got 1*s.* 6*d.* for doing the whole of the making up, and then the cost of 9*d.* for carriage preventing your continuing that?—That is exactly it.

32320. You could not go on at 1*s.* 6*d.* and had to stop?—Yes; in addition to carriage to Belfast, there was also carriage to the various country places.

32321. But you had not anything to do with that?—Oh, yes; we had to pay that as well.

32322. Now, just tell me. You say this was an industry which had an existence in your district, and that you yourself worked it?—Yes.

32323. But it does not exist now?—No.

32324. And therefore the employment that was given to women and girls in that district has ceased?—Has ceased to exist.

The employment of hundreds of women and girls in districts where shirt-making formerly flourished ceased owing to the effect of excessive railway freights.

32325. And you think that if the railway carriage had been more moderate you might have continued that industry?—There is no question about that.

32326. Of course, there must be an enormous quantity of these workmen's shirts made?—Oh, yes; that trade could be well carried on in almost any part of Ireland. There are millions of dozens of such a class as I have described made every year and worn by the workingmen in the United Kingdom.

32327. There is an enormous quantity?—There is an enormous quantity.

32328. And you tell us that you could have done a considerable trade if you could have got some reduction in rates from the railway company?—Yes.

32329. Did you represent that to the company?—Certainly.

Indifference of the railway company to complaints as to excessive shirt rates.

32330. And you did not get a reduction?—They paid no attention to it.

32331. Where are the other places where these shirts are made?—Chiefly Derry, Tyrone, and Donegal.

32332. The underclothing industries, where are they carried on—they are done principally in the North?—Principally in the North. Derry and Belfast are the great centres.

32333. You say principally in the North?—Well, chiefly. I should say chiefly in the North.

Derry once the world's centre for the supply of high-class undercloth-ing.

32334. Of course, they manufacture and send all over Ireland?—And all parts of the world. It is the manufacturing centre for the fine class of ladies' underclothing and shirts for the world. Now America is making a lot, but before that they were sending them to all parts of the world from Derry and Belfast. Derry chiefly is the centre for the shirt and underclothing manufacture, that is, the fine class, and these were sent to all countries in the world.

The demand now is for cheaper shirts, etc., less able to bear heavy transit rates.

32335. Was there not something else operating in the markets to diminish that particular trade?—Yes. For the last five to ten years the class of goods has largely changed. Up to that it was nearly all very fine class of white goods—linen and cotton. Now coloured goods have come into use. These coloured goods are much heavier, and the prices for making up are only about half what was paid for white goods, while the carriage is much higher. The smaller price for making up and the higher carriage will ultimately wipe out these industries in Belfast and Derry.

32336. The heavier industries will?—Yes.

32337. Now, is the making up of these particular shirts and underclothing done by piece-work?—Yes; they are practically all done by piece-work.

32338. You say, then, that goods sent to Irish factories require, before they reach the retail house, to pass over the Irish railways five times. How do you make that out?—Well, I do not mean always Irish railways, but, to pass over the railways English and Irish.

The repeated freights the railway companies get out of the shirt industry.

32339. You say Irish railways?—It is this way. I enter into an arrangement with a London or Belfast house to send goods to make up. They send them from the London house or Belfast to Omagh. They are cut out in the factory, and I should say that they come first to the Omagh factory. They are then cut out and sent to various stations, to the cottage industries, on Irish railways. They go out and come in again. That is three times—once from London or Belfast, once to the country districts, and then back again; and then, when made up, they are sent back to the London or Belfast warehouse, a fourth time; and, if an Irish retailer buys from the London warehouse, that is a fifth time.

32340. That is how you make up your five times?—Yes.

32341. That means British and Irish railways?—British and Irish.

32342. And therefore, as the railway companies get so many turns in the carriage of this one particular traffic—that is one reason why the rates should be lowered?—Yes.

32343. Are the great competitors principally in Scotland or England?—Mostly England and Scotland. The Derry industries are carried on mainly by English and Scotch firms. The factories are for supplying the London, Manchester and Glasgow warehouses. There are none of these goods sold direct from Derry. They are merely sent to the factories in Derry to be manufactured, then sent to the warehouses in Manchester, Glasgow, and London.

32344. And the cheaper they can be made in Derry the more will be sent to you?—Just so.

32345. Now, does that small scale of rates for goods under 3 cwt. seriously affect this particular industry?—Very seriously, indeed.

32346. What do you suggest would be a fair reduction in that scale—I mean a fair reasonable reduction, considering the circumstances of the trade in Ireland?—I think, sir, it should be abolished altogether, and I hold a very strong opinion about the scale. I am of opinion that it amounts practically to fraud on the commercial public. The reason I say that is this, that no business man could go to the expense of keeping a clerk to check what we call the scale rate. It is an impossibility.

32347. Now, you are a practical man and a reasonable man. You do not suggest that when a railway company carry a ton of goods at 20*s.* a ton, goods of twelve pounds or twenty pounds or fifty pounds weight should be carried at that rate per ton?—Certainly not.

32348. You would have a minimum charge?—What I would suggest is that if they have to have a higher tonnage, let it be a rate that the commercial public will understand. I could understand a higher tonnage rate for anything from half a cwt. to one or two cwts., and putting it on the freight bill so that the public could check it. But I say it is absolutely impossible to check the scale rate.

32349. Now, what do you think about a suggestion that supposing 3 cwt. is a fair thing for England 2 cwt. would be a fair thing for Ireland?—I would abolish the scale rate altogether.

32350. You think 3 cwt. is too high?—There might be a high tonnage rate from a half cwt. up to 2 cwts.

32351. For under 3 cwt. there is a certain scale I suppose?—That is so. It is too high.

32352. After 3 cwt., so much a ton?—Not now, the scale that we have in Ireland goes higher than 3 cwt.

Mr. Tatlow.—It is the same as in England, 3 cwt.?—It practically amounts to 4 cwt. in Ireland.

32353. *Lord Pirrie.*—The rate is the same as in England, is not it?—Oh, yes. I cannot say.

32354. *Mr. Acworth.*—Is this scale of the Clearing House in force in Ireland?

Mr. Tatlow.—Yes.

32355. *Mr. Acworth.*—It does not say it is, but says it is available in England and Scotland; but it does not say it is in use in Ireland.

Mr. Tatlow.—It applies equally to Ireland, as shown in front of classification.

32356. *Chairman.*—Take a rate of 20*s.* per ton. Have you calculated what the tonnage rate would amount to as applied to the small scale?—I have, and taking a quarter of a cwt. it works out at 60*s.* per ton. (*Paper handed to Chairman by witness.*)

32357. What does this show?—That the railway rates differ according to classification. 1, 2, 3, 4, and 5, and shirtings come into Class 3. We find in some of these they charge them 3rd class rate, but the great bulk of them they charged 5th. There is no way of checking them. You find they are over-charged 9*d.* or 10*d.* on their own showing.

32358. Can you select one?—Yes. There you see one (*referring to paper*) overcharged 9*d.* That is charged 5th class, not 3rd, what it should be.

32359. I see this is 1901?—Yes.

32360. It is very old?—Yes, because I have not been doing much business lately.

32361. Business has fallen off in consequence of these rates?—Yes.

32362. *Lord Pirrie.*—That is the Great Northern?—Yes.

32363. *Chairman.*—It is charged 5th class rate, and you say it should be 3rd?—Yes.

32364. And therefore overcharged 9*d.*?—Yes.

32365. Did you get the money back?—No.

32366. Why?—You would want to keep a special clerk to check rates. They charge at these rates and the people don't know what they should pay, and you would want a special clerk.

32366A. *Mr. Sexton.*—He would have to be a very special clerk.

32367. *Chairman.*—Now, let us hear what you have got to say about through rates. Do you agree with the evidence that has been brought before us that the low through rates from England and Scotland into Ireland are injurious to the Irish manufacturer?—Well, in this way, yes, that is if they are competing against an Irish industry.

32368. I mean that?—In that case low through rates would be injurious, but there are some cases where they are advantageous, viz., when we have not got the raw material in Ireland. In that case it is a great advantage to have it at a low rate from England or Scotland.

32369. Take shirts, and see whether we cannot arrive at any conclusion from that. Take shirts?—That is a case in point. We do not manufacture the cotton in Ireland, and therefore it is an advantage to have a low rate for shirting, that is, the class of shirting that we do not make in Ireland. Of course there is very little shirting made in Ireland.

32370. That cloth is imported?—Imported.

32371. Now, what is the rate from London to Belfast for shirts?—42*s.* a ton, and I think it is a special rate. And for linen and cotton I understand that there is a special rate of 55*s.* That is, to Omagh, from London to Omagh.

32372. Shirts from London to Belfast, you say, are 42*s.* a ton?—Yes.

32373. That is a distance of 400 miles?—Yes.

32374. And your rate from Omagh to Belfast, 66 miles, you say is 21*s.* 4*d.* per ton?—Yes; that is correct.

32375. Now, what do you deduce from that—that the local inland rates in Ireland are far in excess of the through rates?—Certainly, if you pay 21*s.* 4*d.* for 66 miles and 42*s.* for 400. That, of course, operates against the Irish manufacturer.

32376. But of course there is a good deal of sea transit?—It comes by Greenore, under 100 miles.

32377. *Mr. Sexton.*—By Holyhead?—Holyhead and Greenore, I mean.

32378. *Chairman.*—You are not engaged in the export of agricultural traffic, are you?—No, sir.

32379. But as the representative of your Council or Board of Guardians, I suppose you have been asked to speak for it?—Yes.

32380. What have you to say about the egg rate?—The egg rate from Omagh to London is 68*s.* 4*d.*—from other parts of Ireland much higher. From Galway it is 94*s.*

32381. 68*s.* 4*d.* from Omagh to London?

Mr. Tatlow.—58*s.* 4*d.*—(*Witness*).—68*s.* 4*d.* company's risk; 58*s.* 4*d.* owner's risk.

32382. *Chairman.*—Do you remember what the rate is to Birmingham?—Kindly repeat.

32383. What is the rate, Omagh to Birmingham?—I have not the rate from Omagh to Birmingham.

32384. *Mr. Sexton.*—We have it here in your proof—Company's risk 60*s.*, owner's risk 53*s.* 4*d.*?—I have taken it from other sources to show up the difference in the rate of eggs from Denmark and from Belgium, and there the difference is something remarkable.

32385. *Chairman.*—Let us get this on the notes, if you do not mind. You have given us the rate of eggs from Omagh to London, company's and owner's risk; and from Omagh to Birmingham you say the rates are Company's risk, 60*s.*, owner's risk 53*s.* 4*d.* And then the rate from Galway is 94*s.*, and that again, I suppose, is company's risk?—Yes.

32386. You want to make some comparison between these rates and the rates for foreign eggs?—Yes.

32387. From countries in Europe, I suppose, to England?—Yes.

32388. Now, let us hear what evidence you wish to give on that point?—Well, what I am taking it from is a quotation from a pamphlet by Mr. William Cunningham, of Dunfermline, who deals with the nationalisation of the railways of England and Scotland, and directs attention to the very small rates for eggs from Russia and other places, which is very remarkable

32389. They are remarkable, if the comparison is the same, but we have had that before us?—Yes.

32390. I do not think this would carry your case any further. For instance, you cannot tell us how far the eggs travel inland in Denmark to get to the port. These are the rates from the port?—No; I think from any part of Denmark.

32391. I know that is a mistake?—Well, the authority must be wrong.

32392. The authority is wrong if it says so. You do not know this of your own knowledge?—No.

32393. At any rate, we have got on record what the rates are from Ireland. Now, what about passenger fares?—Passenger fares are much too high, in my opinion and in the opinion of those whom I represent.

32394. I suppose you will agree that the ordinary fares are 1*d.* a mile for third class, and about 1½*d.* or 1⅔*d.* for second?—Yes, that is what is paid usually.

32395. Is your complaint about third or second class fares?—The bulk of the population go third class; it relates mainly to third class.

32396. There, again, you give a comparison with other countries?—Well, I feel strongly on that. I do not see why we should be saddled in this country with such excessive rates. In all the other countries the working man can travel for one-eight of a penny a mile.

32397. So they can in England?—The working men?

32398. There are residential working men fares?—Well, we have not it in practice in the North.

32399. Have you not workmen's fares?—Yes, but not at an eighth of a penny a mile.

32400. I do not know about an eighth of a penny, but I know the fares are very cheap in England.

32401. *Mr. Sexton.*—How much do workmen's fares take off the penny a mile in Ireland?—I am not aware that there are any facilities given to workmen. There may be a few places about Belfast.

32402. You always pay a penny a mile?—A penny a mile always, except for excursion or market tickets.

32403. *Chairman.*—Now, as to short distances. You say the fare here for twenty-four miles would be 2*s.*?—Yes.

32404. And have you got any figures to show what it is in the countries to which you refer?—I quote them from, of course, this same authority.

32405. That they can travel the same distance for half the money?—Yes; that is the ordinary fares; but then there are special fares for workingmen on the Continent. They can travel eighteen miles out and in for a whole week for 1*s.* 1*d.* I have never seen anything of that sort in this country; that is twopence and an eighth for eighteen miles. A lot of us would travel if we had such facilities.

32406. Now, in regard to facilities offered by the Great Northern for school children. We have had that before us on one or two occasions?—Yes; I have been asked to mention that. There is a grievance in connection with Omagh in that respect. The railway do not facilitate the children. In one particular direction the facilities are excellent; that is from Enniskillen to Omagh; but from Newtownstewart to Omagh they are not, and a child wishing to travel by railway to school in Omagh would have to go at eight in the morning, and would have either to do that or walk. Newtownstewart is ten miles from Omagh, and there is no station midway between those places. Then, on the other line, from Dungannon, there is no train that arrives in Omagh by which they could travel by till eleven o'clock in the day, when it is too late for scholars; and then they cannot leave till six in the evening.

32407. Now, is this a fancied grievance or a real grievance?—It is a real grievance.

32408. I thought Omagh was a place of importance. Has it not got schools?—Yes; excellent intermediate schools.

32409. But where do they want to go to from Omagh?—No; they want to come to Omagh.

32410. These children come into Omagh?—Certainly, for higher education.

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Mr. Patrick M'Loughlin, Shirt manufacturer, Omagh, representative of the Omagh Board of Guardians.

A considerable reduction in workmen's fares in Ireland suggested.

Facilities for school children.

Suggested cheaper fares and a more suitable train service to Omagh from outlying districts.

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Mr. Patrick M'Loughlin, Shirt manufacturer, Omagh, representative of the Omagh Board of Guardians.

32411. From sparsely populated districts?—Yes.

32412. Do you think that many children can be sent in?—Yes, numbers of them. The Intermediate schools in Omagh are very extensive.

32413. *Mr. Sexton.*—They do go, as it is, but they are not able to go by rail?—Yes, that is the grievance.

32414. *Chairman.*—And you think that in that case there ought to be cheap rates similar to what the rates are on the Continent?—Certainly; for children there ought to be very small prices charged.

Suggested issue of school children's tickets at charges similar to the Continental rates.

32415. *Lord Pirrie.*—Then would you have the train to begin with?—They should offer cheaper fares first, and the train after. They charge £3 7*s.* 6*d.* for a half-yearly ticket from Newtownstewart to Omagh. That is far too much for a shopkeeper or a business man, if they have three children to send. It would be ruinous.

32416. *Mr. Sexton.*—It is about £20 a year for the three?—Yes.

The restoration of the railway station at Mountjoy between Newtownstewart and Omagh urged.

32417. *Chairman.*—Then, I see you have got a complaint with reference to the distance of ten miles without a station at all?—Yes, sir, that is between Newtownstewart and Omagh. There was a station at Mountjoy, and there is a very strong feeling in Omagh about it. That was removed some years ago, and never replaced, and yet the country round it is rather a good class of country. The directors paid no attention whatever to the demand of the people. There have been public meetings held, and all to no effect.

32418. Has the district improved since the station was closed, or are the circumstances the same now as when the station was closed?—Well, I should say that the district has improved.

32419. But if the station would not pay the railway company to keep it open?—That raises the whole question—why should they not have a station to facilitate the public? Of course they cannot expect every station to pay.

32420. There is a space of ten miles without railway accommodation on that railway?—Yes.

32421. And there was a station which has been removed?—Yes

32422. How long ago is it since that station was removed?—More than ten years.

The issue of "market" tickets on fair days suggested.

32423. What have you to say about market tickets on fair days?—That it is part of the irritating practice of the railway companies to issue cheap market tickets to small towns when it is a market day; but when it is a fair day the full fares are charged, and people cannot understand why there should be a difference between a fair day and a market day.

More liberality as to the extension of time for cheap return tickets desired.

32424. That has been referred to several times. Your contention is that, if it is given on a market day it should be given on a fair day?—And then, again, the public are dissatisfied about the third class cheap fares. They have a return at single fare to Derry every Monday, and the public take advantage of it. It is a facility as far as it goes. But in practice it is irritating. I know in one case a respectable young man did not know that it was issued for only one day, and he travelled back the next day. He was prosecuted and fined. He paid 2*s.* 10*d.* for his return journey; while you can travel the same distance on the Continent for 8½*d.*, and they never prosecute you.

32425. He was prosecuted for breaking the regulations of the company. I suppose the condition was on the ticket that it was available for that day only?—I don't know.

32426. The ordinary return tickets are available for a period?—That spoils the advantage. The public have no belief in that sort of thing.

32427. But we must be reasonable. A market day ticket is for the day, is it not?—Yes.

32428. Then, if you did not get that ticket you would have to pay the ordinary fare?—But where is the injury to the railway company?

32429. That is the contention. Of course if these tickets were issued day after day, and return journeys allowed on any day they might as well cancel all the ordinary fares?—But if they took the people more into their confidence it would be a great deal better for the railways. The majority of the people have a suspicion that they are running too much to the foreign interest.

Disagreement with previous witnesses as to the character of the Irish railway companies.

32430. The last two witnesses in the room this morning gave the railways an excellent character?—I am sorry I cannot agree with them.

32431. And it was the same company, the Great Northern, that they were dealing with?—I was referring to their treatment of third class passengers.

32432. Of course I can understand, on the question of rates and fares, that it would be a great advantage if you had them cheap, and had facilities.

Lord Pirrie.—We have had a great many complaints from witnesses with respect to the lack of facilities for school children.

32433. *Chairman.*—Now, what, in your opinion, would be the remedy for the state of things that you have endeavoured to represent to us?—Well to put it into a nutshell, I am an advocate for the railways being controlled by an Irish authority—an elected authority. I mean to say I am also in favour of the nationalisation of the railways.

32434. You are in favour of it?—Yes.

32435. And now tell me, do you think that that is the opinion of the guardians generally in your district?—Yes, sir; a resolution was passed unanimously by a board, of different political opinions.

32436. Of course these guardians are an elected body?—They are an elected body.

32437. And they unanimously agreed that, in their judgment, the remedy would be to place the railways in the hands of what authority?—An Irish authority.

32438. That the railways should be purchased by the State and worked by an Irish authority?—Quite so. It must be an Irish authority that should control the railways—not an English authority.

32439. You mean that an Irish authority should manage the railways?—Yes.

32440. In the interests of Ireland?—Yes.

32441. But, as to the question of the purchase, I suppose you are indifferent as to whether it is the British taxpayer or the Irish taxpayer?—We are well able to look after ourselves. We raise plenty of money.

32442. I suppose you would also agree with me that the great security of the British Government would enable it to be raised better—that the security would be better than that of an Irish authority?—Yes.

32443. You are in favour of nationalisation of the railways, to be managed, as one concern, by an Irish authority?—Yes, an elected Irish authority.

Examined by Mr. Sexton.

32444. You are strong and clear upon the principle that the control of the Irish railways, including the fixing of rates, should be in the hands of an elective Irish body?—Yes; that is so.

32445. You realise, no doubt, that if the State, that is, the Imperial or British State, purchased the lines they might claim to appropriate the profits?—There is no doubt of it.

32446. But it is only by the use of the profits that we could reduce the rates?—That is so.

32447. Therefore, would it not be essential that the elective Irish body managing the lines should have a right to dispose of the profits?—Undoubtedly.

32448. Then, if it could be arranged, would it not be a valuable, indeed an essential, part of the arrangement that the ownership of the lines should be vested in the Irish body which would control the rates?—Certainly.

32449. Otherwise there would be no necessary unity of direction. And I presume you are in favour of the view that an Act of Parliament should be passed for the Irish authority to purchase and deal with the railways, as otherwise a grasping or needy Imperial Minister, on the plea that the British Government had bought the lines, might abstract the profits for Imperial uses?—Yes.

32450. And that would reduce the thing to a nullity?—Yes.

32451. And in order that Ireland should have that practical control of the lines Ireland should undertake responsibility for finance?—Undoubtedly.

32452. Are you aware that according to the returns issued by the Department of Agriculture, while the exports of wearing apparel and drapery from Ireland were only £150,000 last year, the imports of wearing apparel and drapery into Ireland were worth over five millions sterling?—Well, I was not exactly aware of the figures, but I take it that that is the case.

32453. Well, contemplating and weighing figures of that kind, have you any doubt that if the system

of inland rates were made fair to Irish manufactures, there might be a very great expansion in the production of such goods as these in Ireland, and of their sale in Ireland?—There is no doubt that a reduction of rates would immediately increase production in connection with all Irish manufactures.

32454. So that you think it is quite fanciful for any witness, especially one who has developed his own business by a reduction of rates, to come here and say it is too late to help or hope to develop Irish industries by that means?—Yes. I hold, from practical experience, that it is opportunity that is needed for developing industries in Ireland. I have been in England in connection with the industries I have spoken of. I learned the business in Derry, and I discovered afterwards that we could manufacture much cheaper in this country. Over twenty-five years ago the system of shirt-making in the South of England I carried back to Londonderry, and practically revolutionised the trade there. We manufacture in Ireland much cheaper. Irish girls are prepared to take smaller wages, and they are well satisfied, for of course the cost of living is on a higher standard in England. Give us equal facilities and we can hold our own in any of the markets of England with the industry of which I am speaking.

32455. It is not too late, but still quite early enough, to lead up to that brighter economic future which you hope for by proper transit arrangements?—Certainly.

Examined by Mr. Acworth.

32456. You want a new railway from Derry to Cookstown?—From half-way between Derry and Strabane, that is, the junction.

32457. From where is that?—It would be from what is called Donanama, a place on the light railway from Derry to Strabane.

32458. And then, that would have to be a narrow gauge railway?—Yes; that would be the most suitable for the district.

32459. And when it got to Cookstown it would meet two broad gauge railways?—Yes. The Great Northern and the Midland are broad gauge.

32460. Now, you know, I dare say, that the other day the Limavady to Dungiven, which is in the district, passed into the hands of the Midland Railway Company of England as part of the Northern Counties Railway?—Yes; I know that.

32461. Do you know what the Government got for it?—No.

32462 Take it from me that the Government handed it over for nothing—£2,000 for the whole line, or something of that kind; and the Northern Counties Railway said they had got a bad bargain at the price?—That may be so.

32463. It looks as if a railway in that district could not be expected to pay?—Well, at first, probably, it would not pay.

32464. And as long as it does not pay, the cost of the capital would have to be borne, suppose your system was carried out, by the State railways of Ireland?—Yes.

32465. That is to say, other people would have to pay for it?—Well, we have strong views on that. I think it is the duty of the Government of the country to look to that, the same as is done elsewhere, and see that the railways were properly developed.

32466. And you agree with me that when the line would not pay it would have to be paid for out of the pockets of people who sent freight elsewhere?—Oh, no, but out of part of the Imperial funds that have been taken wrongly out of this country.

32467. And do you think all the new railways should be made that way that are wanted?—Well, there is plenty of money paid by Ireland to do justice of that sort.

32468. I will not argue that—it would be a long question. But, about another matter; you say your shirts cost 21*s.* 4*d.* a ton from Belfast to Omagh?—Yes.

32469. And 21*s.* 4*d.* back again?—Yes.

32470. That is 42*s.* 8*d.*?—Yes.

32471. Now, I have been working it out, and it puzzled me a great deal, and I find that if a dozen shirts cost 9*d.* the dozen shirts would weigh 40 lbs. I cannot think they would?—Oh, some of them more than that. I am speaking of heavy workingmen's shirts.

The freight on shirts.

32472. Do you mean to tell me that any workman's shirt weighs 3¼ lbs.?—Yes; the class I speak of weigh that. Heavy shirts.

32473. Why that is the weight of a coat?—That is just the grievance. They charge the same rate for that heavy shirting, 21*s.* 4*d.*, as they do for linen. The heavy shirting costs 4½*d.* per yard; linen from 1*s.* 6*d.* to 2*s.* 6*d.*

32474. Do you really say that a working man's shirt weighs 3¼ lbs.?—Yes.

32475. I think that is a mistake?—Oh, no; I have carefully gone into the figures.

32476. And you have weighed it?—Yes.

32477. Is it coarse cotton?—Heavy cotton, heavy quality.

32478. It would take fifteen or sixteen pence worth of cotton alone. Cotton is 6*d.* a pound?—It is made very weighty for the special purpose.

32479. What is it made of?—Purely cotton.

32480. What is it worth to sell?—Well, the wholesale price would be 4½*d.* to 5*d.* a yard.

32481. What is the finished shirt sold to workmen at?—From 2*s.* 6*d.* to 3*s.*

32482. Take it at 3*s.* The value of the cotton in it alone is more than eighteen pence, if your figures are right—the raw cotton?—I am not talking of the raw cotton, but of the manufactured.

32483. Raw cotton is worth 6*d.* a lb. If there are three pounds of raw cotton there is eighteen pence worth of cotton in it, apart from manufacture and everything else?—Yes, but I am not going into the cost of raw cotton, but merely into the cost of railway carriage.

32484. I think you have made a mistake in the weight?—I am sure I have not. If you like at any time I can get one.

32485. You have told us that the rate on small business is very high as compared with large, and would represent a tonnage rate of 60*s.* as compared with 20*s.*?—Yes.

32486. Assume that a parcel of 28 lbs. was charged 9*d.*?—Yes.

Complaint as to excessive rates for "smalls" by goods trains.

32487. Do you suggest that to take 28 lbs. from Belfast to Strabane, and so on, 9*d.* is an unreasonable charge?—Yes; I say that it should not be charged at the rate of 60*s.* a ton.

32488. Do you think it unreasonable to charge 9*d.* for carrying a parcel of 28 lbs. sixty-six miles?—I think it is.

32489. What do you think the Post Office would charge you for a parcel of 11 lbs. from here to Cookstown?—I am not talking of the Post Office or of parcels at all. But carriage by goods train.

32490. But I wanted to see what the Post Office would charge?—It would charge a great deal more. There is no comparison between the Post Office and a railway goods train.

32491. You think it would be fairer to compare a parcel of 28 lbs. with a load to two or three tons, and you would say that they ought to be charged at the same rate?—I say the increased price operates against the small manufacturer. If I had to send a hundred parcels of a quarter of a cwt. away can you not see how it would operate—60*s.* per ton as against 21*s.* 4*d.*?

32492. We can agree that if your parcels could go cheaper it would be an advantage to you, but one has got to consider both sides. Now, you want workingmen's trains about Omagh?—Well, my remark applies generally.

32493. You are not speaking for Omagh, but generally?—Yes.

The demand for workmen's trains in the Omagh district.

32494. Have you a demand for workmen to come into Omagh?—No, but if such trains were run the traffic would increase immensely. They should run more Sunday trains in the interests of other places too. They run a cheap train on Sunday morning to Bundoran in the summer. If the fare was less more would travel.

32495. I am asking about workmen's day trains for every day in the week.

32496. *Chairman* (*to Witness*).—I do not think you understand what workmen's trains are. You say they are not in operation in Ireland?—Not about Omagh.

32497. Then, you do not know what they are?—I understand them in other places, but what I want to say, generally, is that the fares are too high, and

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Mr. Patrick M'Loughlin, Shirt manufacturer, Omagh, representative of the Omagh Board of Guardians.

that lowering the fares would tend to assist traffic, and increase it. That is, by lowering the fares passengers would increase.

32498. *Mr. Acworth.*—I know what your view is about that; but what I was asking about was workmen's trains to enable people to live at a distance from their work and travel in every morning at a very early hour, 5 o'clock, or something of that kind?—Yes.

32499. You have no workmen wanting to go in by train at five o'clock every morning?—No; I was only making a comparison. There are not many workmen in Omagh to do what you describe.

32500. You spoke of a man who was prosecuted and fined because he used a ticket next day?—Yes.

Railway Company's action in prosecuting a passenger for using a ticket out of date condemned.

32501. He could not be fined if he merely produced a ticket and did not know he was not entitled to use it. He could not have been fined for that. A man cannot be fined unless the magistrate thinks he has been guilty of an attempt to defraud?—Whether the magistrates were right or wrong, he simply took the ticket, and he was prosecuted and fined. He was a most respectable young man. I knew him well. It was a most degrading proceeding to drag him up to the court and fine him, as if he was a criminal.

32502. It must have been because the magistrates must have thought him guilty. Of course, if he produced the ticket he could not have been fined?—I do not know what they thought, but the fact is that he took that ticket for 2*s.* 10*d.*, went to Derry same day, came back the next day, and was hauled up and fined by the magistrates.

32503. *Mr. Sexton.*—Did he think he had a right to return the next day?—He believed he had.

32504. *Mr. Acworth.*—Of course he made a bargain, and the ticket showed that the bargain was to come back that day?—Who ever makes a bargain with a railway? People never look at the tickets.

Examined by Lord Pirrie.

The provision of workmen's trains from Carrickfergus and Newtownards to Belfast at reduced fares.

32505. You said there was no workmen's train to Omagh, but you did not say that there is no workmen's train in Ireland, because I understand there is a workmen's train from Carrickfergus to Belfast every morning at a few minutes past five to bring the workers in from all along that district?—Yes.

32506. You are aware of that?—Well, I am aware there is one from Newtownards to Belfast.

32506A. And there is also one from Carrickfergus to Belfast, and there are special workmen's trains at a cheap rate. I don't know whether Mr. Moore will be able to tell us the rate.

Mr. Moore (*Manager Belfast and County Down Railway*).—I think 3*s.* a week.

32507. *Lord Pirrie.*—And are they allowed to go home whenever they like?

Mr. Moore (*Belfast and County Down Railway*).—Any afternoon train. It is 6*d.* a day. In from White Abbey we charge 3*d.* a day.

32507A. *Lord Pirrie.*—There is no workmen's train which you run by motor service?

Mr. Moore (*Belfast and County Down Railway*).—Oh, no; it is an ordinary service train.

Suggested extension of the system to other parts of Ireland.

32508. *Lord Pirrie.*—How much do you charge?

Mr. Moore (*Belfast and County Down Railway*).—Four miles, three-halfpence; the journey, sixpence.

Witness.—That is my point. That should be extended all through Ireland.

Mr. Tatlow.—The Great Northern also run special trains in the morning.

32508A. Practically all the lines outside Belfast run workmen's trains into Belfast at cheap rates?—It is a step in the right direction, but it does not come up to the Continent all the same, where for twopence and an eighth a man can travel eighteen miles.

32509. Are you aware whether there are workmen's trains in Dublin or not?—I am not.

32510. Did I understand you to say that owing to the high rates charged by the Great Northern Railway Company for your parcels, your trade in Irish manufactures was killed?—Yes.

32511. It was not because you could not get workers or customers?—Oh, no.

32512. There are lots of people in the district?—Oh, any amount of them.

32513. And therefore what a witness said the other day, that if the railway companies did not meet him and reduce the rates his trade would be killed, applies to your trade?—Yes. They should really treat the manufacturing trade with more consideration. Where the raw material is taken into Ireland and sent back manufactured to England there should be a specially low rate. They would have four times or ten times the quantity of trade, and it would be an advantage to themselves.

Mr. Tatlow.—Mr. M'Loughlin stated the rates for shirts from Belfast to Omagh to be 21*s.* 4*d.* a ton. There is a rate also of 18*s.* per ton?—(*Witness*).—That is correct, but I know that that has the cartage at both ends added to it.

Mr. Tatlow.—The 21*s.* 4*d.* is the whole carriage. The 18*s.* is station to station?—(*Witness*).—It would seem to me that the 18*s.* rate is a little lower than the other.

32514. *Lord Pirrie.*—What is it?

Mr. Tatlow.—18*s.* is the reduced rate for shirts.

32515. *Mr. Acworth.*—21*s.* 4*d.* is the class rate and 18*s.* the special to station rate?—But in practice it works out, unless you have a large quantity, pretty much the same as the other.

32515A. *Chairman.*—There is not much difference.

Mr. Tatlow.—The cartage represents about 2*s.* I may also mention, with reference to the proposed station at Mountjoy, this was before the company in 1901. In June of that year they had an interview with several people interested in the matter when the directors were making an inspection, and they wrote afterwards this letter to one of their spokesmen:—"With reference to the interview which your good self and several others interested in the matter of the proposed station at Mountjoy had with my directors at Omagh on the 6th instant, I have to say that an opportunity was taken of examining the places on our journey, and, the matter having been carefully considered, the directors, with all the information before them, are compelled to conclude that there would be no such accommodation afforded by the opening of the station as would be commensurate with the cost of construction and maintenance. They regret, therefore, that they do not see their way to comply with the application."

32516. *Chairman.*—Were you aware of that?—Oh, yes, I am aware of that; but the grievance is there.

32517. And you suggest the remedy?—We want a station.

Mr. Patrick Kirby, Carrick-on-Suir, examined by the Chairman.

Mr. Patrick Kirby, Trader, Carrick-on-Suir.

32518. Mr. Kirby, you are a poulterer?—Yes, sir.

32519. And where do you live?—Carrick-on-Suir.

32519A. And you are in the habit of sending poultry by railway?—Yes, sir.

32520. Do you export to England?—Yes.

32521. And do you distribute it in this country as well?—In some parts of this country.

32522. But principally?—Principally in England.

32523. Now, what railway serves your town—the Great Southern?—Oh, Great Southern, and we have the Dublin and South-Eastern goods trains that have running powers over the Great Southern system.

Suggested free conveyance of empty fowl crates intended for traffic.

32524. First of all, I think you have got some complaint to make with regard to the charge for empties?—Yes, sir.

32525. Are these returned empties?—Empties sent to the markets which we attend—Fethard and Clonmel—empty fowl crates. We are charged 4*d.* each for them going to these markets by the railway company, and at the rate of 9*d.* a cwt. coming back from Clonmel and all those markets.

32526. When they are full?—Yes.

32527. What is your suggestion about the charge for empties?—I should say they should be brought free to those markets.

32528. When they are sent for poultry one rate only should be made and the empties carried free. Is that your suggestion?—Yes, sir.

32529-30. Are you aware of the practice in England with empties?—I know the Clyde Shipping Company take them from Heathfield by New Haven to Waterford at 6*d.* a crate, all that distance, I suppose, 500 miles.

Mr. Patrick Kirby, Trader, Carrick-on-Suir.

32531. But they don't carry them free?—No.

32532. With regard to the charge for live poultry, do you send by goods train or passenger train?—I send live poultry as a rule by the Dublin and South-Eastern goods coming on here to Dublin and shipping from the North Wall.

32533. Are the rates station to station?—Not station to station. It is from the markets station to station—Clonmel and those places.

32534. I know that from the Irish stations to your place the rates are station to station?—Yes, sir.

32535. And when you send to England the crates are collected and delivered?—Yes, sir.

32536. Well, now, what is the charge for live poultry to London?—It is 5*s.* 9*d.* per cwt for live hens. It works out at 4*d.* each a bird.

32537. Well, now, where is Heathfield you referred to just now?—That is in Sussex—the London and Brighton and South Coast Railway. It is a large poultry farm. They fatten the poultry there.

32538. A poultry farm?—Yes.

32539. A large quantity of young poultry is sent there for fattening purposes for the market?—Yes.

32540. What is the rate to Heathfield?—Seven shillings per cwt.

32541. How much does that work out?—Fourpence per bird.

32542. The same as to London?—Yes. It is hens principally we ship to London, and they are heavier than chickens. We ship for fattening purposes for killing, and we dread altogether the terrible charges for live poultry.

32543. I suppose poultry is the principal traffic you have on the railways?—Yes.

32544. Anything else besides poultry?—Nothing else.

32545. What is this remark about ice?—Yes, we are charged at the rate of 2*s.* 6*d.* per cwt. for ice; we use it on dead fowls going to England.

32546. Is it necessary?—Yes; you can't preserve fowl in summer time without ice.

32547. What do you pay for ice at Waterford?—2*s.* 6*d.* per cwt.

32548. Is that the price of the article?—Yes, that is the first cost of it like—3*d.* per cwt. for bridge tolls coming across from the store to the railway, the tolls are 3*d.* per cwt. for ice; then the charge is 9*d.* per cwt. from Waterford to Carrick, then when we send away the poultry dead we are charged at the rate of 4*s.* 9*d.* per cwt.

32549. What does that total up?—8*s.* 3*d.* per cwt. But we are allowed seven pounds off every cwt.

32550. You are allowed seven pounds for packing?—Yes; but they should allow all ice free, for it is all gone by the time we get to Waterford.

32550A. You begin with ice, and it gradually dissolves?—Yes, it melts away.

32551. *Mr. Sexton.*—Does it all melt away in the fourteen miles from Cork to Waterford?—Very nearly. And then when we get to London there is no ice at all.

32552. *Chairman.*—Is ice used right throughout the summer?—Right to the first week in November. We used it up to Saturday last, and if the weather keeps up we shall have to use it till a little further on.

32553. You consider it would be a great relief to your particular trade, and a more reasonable thing, if the ice was not charged for when used for preserving the poultry?—Yes, sir.

32554. Now, do you deal much in turkeys at Christmas?—Yes, sir; very heavily.

32555. Live or dead?—I buy them alive on the markets, and send them by railway to Carrick-on-Suir.

32556. From those railway stations you mentioned?—Yes, sir.

32557. What is the rate for live turkeys?—They charge 17*s.* 6*d.* per waggon. They are charged at the highest rates they possibly can charge. I consider it a great impost altogether to be charged for a few miles 17*s.* 6*d.*

32558. How many miles?—Some twelve, some twenty miles, and some six.

32559. 17*s.* 6*d.* per waggon for six miles?—Yes.

32560. Are you sure?—That is what they charged me last year or the year before from Fethard.

32561. For this short distance you think 17*s.* 6*d.* excessive, and that 7*s.* 6*d.* would be about the rate?—Quite sufficient.

32561A. Have you represented this to the railway?—Yes. What was the result?—Of course, any odd petition or application like mine will not get any reduction on the rates.

32562. At any rate, you have not got any?—No, sir.

32563. Is that a large traffic at Christmas?—Oh, it is very large. Something about 6,000 or 8,000 turkeys I buy at Christmas. I get them alive by train.

32564. Do you send them?—I get them into my own place and kill them.

32565. You get them alive, kill them, and dress them for the market?—Yes, and we buy a good many round our own districts.

32566. Do you kill at once, or do you fatten?—I kill at once.

32567. What is the latest time at which you can take dead and live poultry to the station?—If they are for the Dublin South Eastern goods train they refuse to take them after six o'clock in the evening; but if they are for the Great Southern and Western they take them up to any time within five or ten minutes of the starting of their own trains.

32568. As regards that six o'clock on the Dublin and South Eastern, what time does the train go?—About 7.30. Some nights it may be later than that.

32569. But they don't take it into store after six o'clock?—No. They might on a very odd occasion; but they always grumble, and don't want to take it. They lock the gates and won't allow the traffic in.

32570. But, in regard to the Great Southern, you are allowed to take this particular traffic in up to the time the train starts?—The reason given is that it is for the goods train. The stuff they take goes by passenger train.

32571. You go about the district a good deal buying poultry. Have you any concession in travelling?—We have to pay the full fare.

32572. But as a trader aren't you entitled to a trader's ticket?—I never got it.

32573. Do you know anything about it?—No; I often asked the stationmaster if there was anything like a cheap ticket.

32574. Have you any idea what the total carriage on your traffic would amount to in a year?—Something enormous. Thousands of pounds. Everything nearly goes in carriage. The railway companies have the best of it.

32575. Into your place?—Into my place for the market, and the traffic going out—over a thousand pounds.

32576. This poultry traffic, coming in and going out, empties and everything, you think you pay the two railway companies a thousand a year?—Yes, I think it is more.

32577. You are not aware that you could get a cheap trader's ticket in consequence of that?—No.

Mr. Tatlow.—For £250 value and upwards.

32577A. *Lord Pirrie.*—Is it put in your books?

Mr. Tatlow.—It is not published in the time tables.

32578. *Chairman.*—Mr. Kirby, you are not aware of this?—No.

32579. Well, you have learned something?—They should give me a rebate on the tickets I have purchased (laughter).

Mr. Croker Barrington, Solicitor.—If he pays £250 value to the company it would entitle him to a ticket. He must pay £250 to the company.

Mr. Tatlow.—You take a proportion of the through traffic.

Mr. Croker Barrington, Solicitor.—He used the words thousands rather loosely.

32580. *Chairman.*—I understand it is merely a rough estimate of what you do pay. You have no figures?—No.

32581. Have you anything else you wish to say in reference to this business?—Yes; I would be in favour of State control of the railways—the handing over of the railways to the State.

32582. And managed by an Irish authority?—Yes.

32583. Have you read the evidence given on that point?—Yes, sir.

32584. By witnesses here?—Yes, sir.

32585. And you come to the same conclusion?—Yes, sir.

32586. Is that a recent opinion, or have you formed that opinion for some time?—I believe it would be to the advantage of everybody concerned.

Extent of the Christmas turkey trade, and method of dealing with the traffic.

Alleged preferential treatment by the Great Southern and Western Company of traffic going by their own route as against the Dublin and South-Eastern Company's route.

Question of traders' tickets.

Witness's freight payments to the railway alleged to exceed £1,000 a year.

The conditions regulating the issue of traders' tickets.

State purchase of the railways and their management by an Irish authority suggested.

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Mr. Patrick Kirby, Trader, Carrick-on-Suir.

32587. How long have you been in business?—I have been in business the past eight years.

32588. And you do a considerable business in this poultry?—I do a very large poultry trade, nearly one of the largest in the South of Ireland.

Examined by Lord PIRRIE.

The extent of witness's traffic.

32589. You say you sell 6,000 turkeys yourself, but, speaking of poultry, have you any idea of the number?—In the spring time, from January up to April—chickens and hens about 2,000 per week alive from January. When the live trade is nearly over we kill the majority of our stock.

32590. How many dead?—About the same quantity.

32591. But do you really kill about 2,000 turkeys per week; you don't send turkeys alive?—No, they are all killed.

32592. Are all these sent to England?—Nearly all go to England.

32593. You are complaining of the rate to England?—Yes, sir.

32594. Therefore it would be a tremendous advantage to you if the rate from Carrick-onSuir, which you say, as I took it here, is 4*d.* per head, which I make out at something like 115*s.* a ton—is that right?—I don't know; I did not calculate.

The benefits of reduced rates to the farmers as well as poultry dealers.

32595. I make it £5 7*s.* a ton at 4*d.* a head; therefore if you got anything like the rate for your poultry that the Canadian farmer gets or the American farmer, which I believe is about 45*s.* a ton, you would be very well off in about a year or two?—We should be able to give better prices to farmers.

32596. You would not put the profit in your pocket, you would give it to the farmers?—It would help us on a bit.

32597. You would give it to the farmer? I think by the way you have given your evidence you really would do it?—It would encourage us more in feeding the poultry.

32598. In other words, you would give better prices and they would give you a better article?—Yes, sir.

32599. I am astonished such a clever witness did not know of those traders' tickets?—I never heard of them.

32600. *Lord Pirrie.*—I am correct in stating that no trader who gives less than £250 gets a ticket?

Mr. Croker Barrington, Solicitor.—Yes, my lord.

The issue of traders' tickets.

32600A. *Lord Pirrie.*—Is there any favouritism shown towards any trader?

Mr. Croker Barrington, Solicitor.—If he gives £250 value of traffic to the company he is entitled to a ticket, and can get it.

32601. *Lord Pirrie.*—You never give to any for less than that.

32601A. *Chairman.*—We had in evidence that in '94——

Mr. Croker Barrington, Solicitor.—Yes, in the case of a gentleman who complained——

Mr. Tatlow.—Mr. Barrington is simply stating the rule—£250, the minimum received by the company for which you give a ticket.

32602. *Lord Pirrie.*—That is not the question I asked. I asked was I correct in assuming that you did not give it to any trader who gave you less than £250, and what you say necessarily leads me to believe that you do give it, and therefore show a certain amount of favouritism to the trader who knows the ticket can be given, and who probably, although he has not more quickness, has more desire to put profit in his pocket by getting it.

Mr. Tatlow.—Well, we construe rules a little liberally, but not so freely as that.

32602A. *Chairman.*—Is it in print?—Yes, there is a printed scale.

32603. *Lord Pirrie.*—Where is it?

Mr. Tatlow.—It is printed and kept by the company. They send a copy to any trader who asks for it.

The printed scale not publicly advertised.

32603A. *Lord Pirrie.*—It is not on the station?—It is not made public.

32604. *Lord Pirrie.*—It is a thing for a trader who is a clever business man, and looks into it.

(See Appendix No. 22.)

Examined by Mr. ACWORTH.

32604A. Do you send from Carrick to London by Dublin or Rosslare or both?

Witness—The majority of my traffic goes by Dublin.

32605. Do you send to Dublin by the Dublin, Wicklow, and Wexford?—Yes, sir.

32605A. Not by the Great Southern?—No.

32606. And you say that in the matter of facilities you don't think the Great Southern treats the Wicklow company quite fairly. When does this Wicklow train go?—About 7.30.

32607. So that it is one and a-half hours before that that you must get them in?—Yes, sir.

32608. When does the Great Southern train go?—The passenger train *via* Rosslare leaves at 7.7. Another—the Rosslare Express—at 9.45.

32609. Can you ship poultry by that?—Yes, but not in any great quantities. They take small cases and large cases for London that we don't have ready for the other train.

32610. Up to the time the train goes?—Yes, within five or ten minutes.

32611. As I understand, you think the one-and-a half hour limit for a goods train is too much and unreasonable?—Yes, sir.

32612. Now, I want to ask you about another thing. You know there was a dispute between the two companies in the courts at Dublin not very long ago?—Yes, I believe they had.

32613. I dare say you know it came out in evidence that both companies had been giving rebates. Do you know that?—I do, sir.

32614. Are they stopped now?—All rebates are stopped now.

32615. After the judgment. I am very glad to hear it. So far as you know, none are being made now?—No.

Examined by Mr. SEXTON.

32616. Did the rebates make the rates fair?—On live poultry to Heathfield 2*s.* per cwt. rebate, and live poultry to London 1*s.* per cwt. rebate.

32617. Did everybody get that?—I don't know. I believe where the running power system was in force the rebate was more or less given to everbody. Even from the Great Western Company, where running powers were not in force at all.

32618. Both companies gave it?—Yes.

32619. The same rebate?—Yes, even when running powers were not in force at all I got a rebate.

32620. Would the rates be tolerably good if the rebate were permanent?—Yes, if it were something fair and reasonable.

32621. The discontinuance of the rebate has made the rates too high?—Yes, for the past few years.

32622. During the last few years?—Yes.

32623. You say the lines ought to be made public property?—Yes.

32624. And worked as one system?—Yes, sir.

32625. Would it be necessary that the system should be such a one as would secure the profits of the railways for the reduction of rates?—Yes.

32626. For instance, if the British Government worked them as one system, and took away the profits for Imperial purposes, it would be very little use to Ireland?—That would be no use at all.

32627. Would you say that Ireland should buy the lines?—Yes.

32628. And that there should be a representative authority, which could be brought to account if it did not satisfy the needs of the public?—Yes.

32629. You say you pay enormous rates. Do you judge them to be enormous by the weight or bulk of your traffic?—It is very high, 4*d.* a bird from Carrick-on-Suir to Heathfield, where the man has to fatten them and send them to the London Market; 4*d.* a bird means a big thing.

32630. What exactly is the effect of that on the trade? Does it reduce the volume of the trade, or reduce your profits?—It reduces the value of the article.

32631. Would you have a larger trade if you had a fairer rate?—Yes.

32632. You could give the farmers a better price?—Yes.

32633. This is a trade which could be expanded to any degree—no limit to it?—Quite so. Up in Cahir, where there was no market, I advertised a market two years ago, and they are after getting into the poultry greatly.

32634. Do you know that the poultry brought into England every year amounts to nearly one million pounds sterling, from America, from countries very remote, and a great part, I think, from Russia? Have you any doubt that if the railways encouraged you by more moderate rates, or if the system were such as to allow of more moderate rates, you would

oust these countries and take a good deal of the poultry trade in England?—I believe we could do it.

32635. As to the crates you send out to be filled—you have to complain of local rates as well as of through rates?—We are charged fourpence for the crates if we are only sending them to Fiddown.

32636. This charge you consider excessive?—Yes.

32637. If you were the owner of trucks, and if you had trucks to be filled, the law would not allow the railway company to charge you if you brought them back full. It is only because you are the owner of crates, you are charged—a smaller man?—Yes.

32638. Is it one of the bad features of the railway system that there is so much to be found out?—Yes.

32639. So much that should be made clear; for instance, if you were entitled to a trader's ticket, instead of having only some printed matter in the railway office of which nothing is known, there should be some plain information furnished to the traders concerned?—That would be the proper means. But the companies keep it in the dark, and we have no notice at all.

32640. Would giving traders' tickets serve to develop trade?—Yes, sir.

32641. We have heard now that your traffic of £1,000 a year would not apply; no matter what your through traffic was, unless you give £250 a year in freights to the Great Southern Railway you would not get a traders' ticket. Do you give that much?—Yes.

32642. Do you think it would be better for themselves, as well as for you, if they allowed traders' tickets more generally?—I know a good many traders who know nothing at all about these tickets, and this is the first I heard of it.

32643. What is the effect of the Great Southern at Waterford refusing to take goods after six p.m. unless you send them by their line. Does it keep goods from the other companies?—Yes.

32644. That is what happens?—If we are not allowed to send the goods after six, we have to give them to the Great Southern, we cannot give them to the Dublin and South Eastern.

32645. Although that line might be more convenient for you?—Yes, and the goods would be delivered in better time.

32645A. So that this rule really, in the case of goods sent in after six o'clock takes away the apparent option of going by either line, and compels you to consign by the Great Southern?—Yes.

Mr. Tatlow (handing in a printed scale of charges for traders' tickets).—Practically each company has issued forms like these on the Clearing House scale. Some of the smaller lines have a lower scale, as one cannot pay high freights on the smaller lines.

32646. *Lord Pirrie.*—Yes, but we have—say the sender is on a smaller line, although his through traffic might be £5,000 a year, he might not be in a position to claim a trader's ticket on the larger line.

Mr. Tatlow.—He would get a ticket on the larger line based on his traffic too.

32646A. *Lord Pirrie.*—So that, if his traffic amounted in freights to £250 on the first line, £250 on the second, and £250 on the third, he can get three tickets?

Mr. Tatlow.—Yes, if he wants them.

32647. *Mr. Acworth.*—It comes to this—he can have a ticket on the London and North-Western, which, perhaps, he does not want, and cannot get it on the Great Southern, which he does?

Witness.—The Rosslare is the more direct route for me. Very seldom I go by Holyhead.

32647A. *Mr. Acworth.*—You have to sell your chickens?—Yes; I go across about four or five times a year.

32648. *Mr. Sexton.*—Are you sure both companies have ceased to give rebates?—I am positive about that.

32649. As far as you are concerned?—As far as I am concerned, and I believe I am one of the largest dealers in the South.

Mr. Patrick Kirby, Trader, Carrick-on-Suir.

Great Southern traffic regulations at Carrick station operate to the disadvantage of the Dublin and South Eastern route.

See Appendix No. 22.

The cessation of rebates by the Great Southern and Western and Dublin and South Eastern Railway Companies.

Mr. Joseph Anderson examined by the Chairman.

Witness.—May I ask a question on a point that was raised by the last witness, with regard to these traders' tickets, before you enter on my evidence? I am interested in the matter. I have heard a gentleman state at the table that there is such a thing in existence as a printed list. I asked on one occasion how these traders' tickets could be obtained, or if there were such a thing. I was told there was such a thing to be got, and that the only way to apply was to make up the amount of money I paid to the Great Northern Railway and submit it to the goods manager. I heard for the first time to-day that there was such a thing as a printed document, explaining on what conditions tickets were granted. I should also like to know if that applies to goods traffic and to passenger traffic—the amount paid over.

32649A. *Chairman.*—I think only goods rates.

Witness.—For instance, I cross to England about ten times in the year. I take a return ticket from Omagh to London, as the case may be. Surely that ought to work in?

32650. *Chairman.*—You may take it from me, it does not apply to passenger traffic. It is simply the same thing as applies in England—to goods—and it has been in force for fifty years. Now we met a colleague of yours from Omagh this morning. You appear on behalf of the Omagh District Council and Chamber of Commerce?—Yes.

32651. Principally for the Chamber of Commerce?—Yes.

32652. Are you a member of it?—Yes.

32653. What are you in Omagh?—A draper.

32654. Have you been there long?—Since 1866.

32655. What particular industry do you wish to represent here to-day. Is it your drapery business, or do you wish to speak with reference to general goods traffic and live stock?—The drapery business and general traffic—of course my own business as a draper.

32656. With reference to goods rates for live stock or farm produce. You cannot speak from your own knowledge? For farm produce I can give the rates that are charged, at least some farm produce, as well as groceries and other goods outside my own business.

32657. Had we not better take your business first, and let us see what you have got to say about that. Of course you get traffic from England to Omagh; do you send anything from Omagh to England?—No; practically nothing.

32658. All imported?—It is all imported.

32659. Now, the rates—we heard a good deal about imported rates. Are the rates, in your opinion, fair and reasonable?—Well, for large quantities I suppose they are, seeing that the Great Northern have no competition in Omagh, but, what I hold a hardship, comes in on small quantities, which come under the head of scaled charges. For instance, if you take any particular rate per ton, and work it out for half a hundredweight, a hundredweight, up to three hundredweight, as the case may be—we must go beyond three hundredweight before we get the advantage of the tonnage rate—instead of paying 50*s.* rate we pay very considerably more than that for, say, one hundredweight or two hundredweight.

32660. We had that very fully this morning, and details were given. I do not think we need enlarge upon the subject. What you contend is that the scale rate should apply to small quantities?—Yes; for three hundredweight, and under.

32661. The scale of rates in operation for traffic carried in lots under three hundredweight, are in your opinion, oppressive?—Yes. My contention is that when those rates were fixed a great many years ago trade was conducted on very different lines from what it is to-day.

32662. Are you aware when the scale was fixed?—Several years back.

32663. How many years?—There was one Act passed in 1888.

32664. I was under the impression this scale was put in operation in 1892.

Mr. Tatlow.—It came into force on 1st January, 1893.

32665. *Chairman.*—It came into force on the 1st January, 1893?—That was with regard to classification in taking and consigning goods. For instance, up to that time there was no such thing allowed as mixed packing, third, fourth, and fifth classes; at the particular time it was arranged to be consigned on the

Mr. Joseph Anderson, Representative of the Omagh Urban District Council and Chamber of Commerce.

Drapery—rates for large quantities reasonable.

Complaint as to excessive "smalls" rates.

Present scale in operation since 1893.

Oct. 21, 1907.

Mr. Joseph Anderson, Representative of the Omagh Urban District Council and Chamber of Commerce.

Revision of the goods' classification suggested.

intermediate rate; third, fourth, and fifth classes could be consigned under the head of fourth class, but in many cases that does not apply. My contention is that when those rates—for instance, the fifth class rate—were introduced—take, for instance, silks, furs, straws, any of those things that come under the fifth class—there was no such thing in those days as a woman's bonnet or hat to come at 1*s.*, or to be retailed at 1*s.* The price would run from 3*s.* to 15*s.* or a guinea. Now, there are thousands of those articles sold at present up and down the country from 6*d.* to 3*s.* or 3*s.* 6*d.*, and we have got the same rate to pay. The same thing applies to furs. There was no such thing as a tippet or a collar under £3, £4, or £5. Now the great bulk of the trade is done under 60*s.*, heaps of them being sold at 4*s.* or 5*s.*, and still the rate remains at 120*s.*

32666. How is the railway company to know that?—They have been told it, and I have told them myself.

32667. Would the goods you suggest be shoddy, or imitations?—No; they are real furs. The experts in the trade are able to dye them. For instance, take rabbit and marmot skins, they can dye them to the style of sable or seal, giving them a sable or seal colour.

32668. At any rate, the package in which they are packed is precisely the same as when the article was of greater value?—The rates remain the same.

32668A. The package, as far as the work of the railway company is concerned—the package in which the goods are sent—those conditions are just the same as they were, and the rates are the same?—No; for instance, under the Carriers Act, anything over £10 in value should be insured. Suppose I am getting a parcel of goods from London, for instance, and in that parcel there is £20 or £30 worth of furs. In order to protect ourselves we insure the £20 or £30 worth of furs. If we do so, we are charged the 120*s.* rate on the entire contents, although two-thirds of that box may come under third class.

32669. That is according to the Act.

32669A. *Mr. Sexton.*—Unless in the case of mixed groceries——

Witness.—The arrangement you refer to was made some years ago, about the third, fourth, and fifth class rates. Under that silks are thrown out, straw goods and furs. For instance, clocks are thrown out in hardware—a clock not worth 1*s.* 6*d.*; a few of them enclosed in a case brings contents under fifth class.

32670. *Chairman.*—Am I right that for fifth class goods, at least in a mixed package, the rate is for the highest?

Colonel Plews.—Yes; that is right.

32671. *Chairman (to witness).*—You say that is unjust, and it ought to be altered?—Yes.

The system of charging mixed consignments condemned.

32671A. *Mr. Sexton (quoting the Act).*—"Any small parcel, other than a parcel of mixed groceries, containing articles belonging to different classes of the classification shall be chargeable with the maximum tonnage charge applicable to the highest of such classes."

Witness.—Showing they are a mixed classification as well.

Colonel Plews.—This has been in operation since 1893.

32672. *Chairman.*—Supposing you, as a sender, or your friends abroad, omit to declare the contents of a package, what is the practice then. If the goods are not properly described?—They are charged at the highest rate.

Complaint as to the practice of charging undeclared consignments at the highest rate.

32673. What do you suggest should be done with that. Do you suggest the railway company should open the case to see what it contains?—No, but what I suggest is, if the package has the appearance of containing certain goods, they ought, in all fairness, charge at the rate for that class of goods instead of charging the highest rate. Now, if the consignees are not well enough up in the matter, they have to pay the highest rates.

32674. But you have been in business all these years?—I speak for others.

32675. Have you brought that under the notice of the railway company?—As far as I am concerned, I have, repeatedly.

32675A. *Mr. Sexton.*—They are not entitled to do so in law, unless they demand information from you and you refuse.

Colonel Plews.—The other remedy is that the sender should specify the goods.

Witness.—Yes, but suppose they are wrongly consigned.

32676. *Chairman.*—That is the fault of the sender again?—I do not know. Suppose they are consigned at a lower rate or an error made in the calculation or charges then the railway company have an equal right to make the charge right?

32677. *Mr. Sexton.*—They are bound to ask you what it is, and unless you refuse they cannot charge you. If the consignor of a small parcel declines to declare the nature of the contents then they can charge at Class 4?—I understand that perfectly. At the beginning of the year we had a large quantity of cotton goods from London. Whether they were declared or not they were in bales and the 120*s.* rate was demanded for those goods. There is no rate for goods in bales of 5 or 6 cwt.

32678. *Chairman.*—Silk in the South of France is carried in bales?—It is not carried in this country in bales. I never heard of it.

32679. I suppose, Mr. Anderson, you do not suggest that these things you point out are deliberately done by the railway company?—I do not for a moment. I think it is carelessness. For instance, there is a case of ours at present in which the railway company or the carter, or both—it is being investigated. On the 8th of this month two parcels were booked to a wholesale customer of ours a short distance from Omagh, a few miles. They were not delivered—at least they were not received from the arrival station for three or four days afterwards. One of the parcels was handed over and the other was missing. On the delivered parcel 2*s.* 5*d.* was demanded to be paid. Of course, this customer evidently did not know, and so paid amount asked. She said to me that two or three times she had been charged too high, and sent me the bill of this 2*s.* 5*d.*, which was demanded and paid. Now that is where the hardship comes in. A person who does not understand what the carriage is, and these poor people pay what is demanded. It is the small people who suffer, and who have got to pay the piper.

32680. She had to pay, but you could rectify it with the railway company?—I asked two or three times for the weight and went on Friday or Saturday night last and got it from the booking-office. Since then the second parcel has been delivered, but I have not heard whether there has been any change made. The proper charge for the parcel should be 7*d.*, but 2*s.* 5*d.* the customer had to pay.

Colonel Plews.—The local office is looking into it?—(*Witness*).—Yes. It is an illustration to show what people will do in their ignorance of the rates. They fancy the railway company have power to get what they demand when they put down their bill.

Colonel Plews.—These wholesale houses in Manchester and London know quite well what they are to pay, and it is not ignorance on their part to send them out undeclared.

Witness.—If we find a case undescribed we debit senders with the overcharge. I think that the railway company might possibly be more careful in considering what the charges are at times. For instance, Omagh and Armagh are very like each other, and I have known cases in which goods went to Armagh by mistake and the railway company wanted to get carriage to Armagh and then from Armagh to Omagh—the error being theirs. That does not often occur.

32681. *Chairman.*—It must be very exceptional?—I know one case in which a gentleman sent an article from London to Omagh and had to pay 2*s.* 4*d.* on it owing to its going to Armagh, although the proper charge would be 6*d.* or 8*d.*

32682. If properly represented you can put a matter like that right at once?—But they ought to see the overcharge. If a private business was conducted on those lines they would very soon have few customers.

32683. Have the traders in Omagh any complaint in reference to the time they are allowed to take station to station traffic away from the station?—Yes; they are allowed one day, twenty-four hours. They get a notice to remove the goods at once, but at Cookstown they get a week, I understand.

32684. Why?—There is competition there. That is the only reason I know.

32685. At Omagh you get only twenty-four hours?—Yes.

32686. Is that on their printed consignment note?—The traders get notice—coal or timber, anything

in heavy goods, have to be removed inside the time or they are liable for demurrage on the wagons.

Colonel Plews.—It is forty-eight hours, I think, Mr. Anderson.—(*Witness*).—I have been informed it is twenty-four.

32687. *Chairman.*—I am sorry to say it is not always enforced, and the railways are put into an awkward position by being too lax in enforcing it?—It is vary hard to get a large quantity away, and to be obliged to take it away in such a short time.

32688. In two days, if it is two days you are allowed?—It is twenty-four hours I have been told.

32689. It is on the back of the consignment note Is it not forty-eight hours?

Mr. Tatlow.—I am looking it up.

32690. *Chairman.*—If it was four days, would you consider it reasonable?—I understood it was twenty-four hours. I might consider four days reasonable.

Colonel Plews.—I am sorry to say it is often ten days. Two days are allowed, and we get into trouble and inconvenience by being too lenient. The time allowed is forty-eight hours.

32691. *Chairman.*—May I take it from you that forty-eight hours would be unreasonable?—I don't think it would in most cases, but if you have only two or three horses, and you have to take away a shipload of coke or coal, it is not enough.

32692. You have not a single case to bring before us where demurrage has been charged?—I daresay I could get it.

Colonel Plews.—We are all suffering from the non-enforcement of the rules as to demurrage?—(*Witness*).—I think it is a very arbitrary law, especially if there is not a congested station. If the station was congested there would be an excuse, it would be quite a different thing, but in our case there is plenty of room. We also complain of the preference rate given to Strabane.

32693. *Chairman.*—We had all that from the other witnesses, two or three witnesses from your district; that is the reason I am passing it over. I want to see if there is anything fresh you can bring before us not dealt with by them. Now, just tell me, on the whole, I suppose the district is pretty well served by the Great Northern. Of course there are always some complaints, and always will be complaints even of the best managed railway?—Oh, yes. I think for one thing we should have an incoming train on the Dungannon line to accommodate our schools. We have four successful schools in the centre of a very wide and populous county.

32694. We had all that this morning, and it is the same idea. I may say there can be no doubt it would be a great advantage to your people if they could get the children educated at these schools?—Yes, it would be.

32695. And they cannot come if there is not a train?—They cannot afford it at the present rates, and they cannot come in or get away at a reasonable hour. We also complain of the excursion traffic. Colonel Plews knows all about it. We have had it up several times. My contention is that if you take people away from a provincial town or centre it is only fair to allow people to come in on a cheap ticket one day of the week.

32696. There are market tickets, I understand?—Yes, but only from a short distance out.

32697. Yes, a short distance out, but if you go further out, will you not find another market town in another direction?—Not on the same day.

32698. Not on the same day. I thought it was the same market day generally?—No, different towns have different market days.

32699. You seem to be on the whole favourable to the present system of railways generally?—No, I am not.

32700. Are you not; then you are unfavourable?—Yes, to a certain extent.

32701. Have you formed any opinion upon the general question, have you considered whether it would be better for the country generally if the railways of Ireland were in the hands of one authority? Do you think they would?—I do. I believe it would make travelling, for instance, more convenient if we had one system instead of competing lines. If I want to go from Omagh to Portrush, there is only fifteen minutes between two trains, and if the train is ten minutes late I have got to stay in the city of Derry all night. If these two lines were controlled by the State or the Government, or there was any other single authority where the public would be considered that could not happen. But the public is not considered.

32702. Do you think that if there was one system it would tend also to the development of the industries of the country?—Not only that, but the traffic of goods all over the country, the produce, and everything else, would also be helped if the State took over the railways. It would reduce the working expenses, and then the State could make a connection outside to points like Clogher and Drumquin. All these places could be linked on to Omagh and form a connection with each other in that way.

32703. That is local, would it be generally beneficial to Ireland?—I have no doubt about that either, not the slightest doubt.

Unification of the Irish railway systems advocated as beneficial for the country generally.

Examined by Mr. Sexton.

32704. You believe that a general revision and reduction of rates would stimulate and develop the industries of the country?—It would, undoubtedly.

32705. Do you consider that it should be an essential part of the united system of railways that the savings and economies resulting from that system should be available for such reduction of rates?—I do.

The application of savings resulting from unification to rate reductions suggested.

32706. If the Imperial Government managed the lines, or an Imperial Department, they might take hold of the profits, and not leave them available for local purposes?—I don't think they could do that. They would be obliged to spend money on working expenses.

32707. But after the working expenses?—Well, if they advanced money they should expect to be paid back again.

32708. If they purchased the lines they might at any time claim the profits?—If they found the money.

32709. Then is it not clear that any single system, under which you would be able to apply the savings to the reduction of rates would have to be a system in which, under an Act of Parliament, the existing lines would be taken over by an Irish representative body, which would have power to fix the rates?—Well, I would not advocate the vesting of the Irish railways in an Irish authority exclusively, because, unfortunately, politics are so keenly introduced into our usual proceedings in Ireland that things don't always go as smoothly as they might be expected.

The control of the railways by an exclusively Irish elected authority.

32710. There are politics in all countries?—If the Government had a controlling centre, and had an elective or consultative committee which would meet as a whole, like the directors, with perhaps not so much authority, a body representing the different parts of the country or the different railways; that would be quite a different thing. If you have this election it might after a time result in electing men to that position who didn't understand the working. That is my contention, and if that happened the country would have to suffer.

32711. That would be the fault of the electors, but surely a community having so vital an interest in the economic administration of the lines and in a reduction of rates might be trusted to see that their representatives were fit to discharge their duty?—That does not always follow.

32712. Assuming that by Act of Parliament a representative authority were created in Ireland to control the railways do you think such an authority, springing from the Irish community, knowing the wants of the country and sympathetic with them, would not be the most likely body to appropriate any profits that would be available to the reduction of the rates?—If it could be safeguarded in any way, so that there would be no abuse of the power. That is where my idea comes in.

The most acceptable authority with proper safeguard.

32713. *Mr. Acworth.*—If the State purchased the railways, and if no profits and if no reduction of rates resulted, if there was a loss, and no net income, it would perhaps be rather an advantage that the English Government should have a finger in the pie?—Undoubtedly.

The advisability of the Imperial Government retaining a voice in the control of the Irish Railways.

32714. *Mr. Sexton.*—England never gave us anything except what Ireland's own revenues supplied. I never heard of the English Government giving anything except from our own revenues, and not even that. It has never happened?—I don't know that.

Oct. 21, 1907.

Examined by Lord PIRRIE.

Mr. Joseph Anderson, Representative of the Omagh Urban District Council and Chamber of Commerce.

The conditions on which Traders' tickets are issued.

32715. I have only one or two questions. First, about these traders' tickets. I will read out this regulation from the document:—"No. 2 traders' tickets will be issued at the rate of one ticket for each £250 of the actual receipts of the railway company." And it goes on to show that they go on from one ticket for £250 actual receipts to the larger amounts; for 12½ per cent. more two tickets, and for 20 per cent. more three tickets, and actually for 25 per cent. addition more tickets still. Practically, according to that, they do not give themselves any latitude to give a ticket of this kind to a trader if his traffic is under the £250. Now, there is another regulation, a very important one, Clause 11:—"The company reserves to themselves the right to decline to issue any ticket that may be applied for without assigning any reason whatever." So that Clause 11 cancels the whole of the previous clauses, and according to that they need not issue a ticket at all?—That is right.

32716. To me it is an astounding paragraph?—It is the usual railway paragraph.

The Companies' right to refuse application for these tickets without assigning reason.

32717. In an ordinary commercial transaction I never saw such a thing?—I have just heard it said by someone, I don't know the gentleman, that it is money actually paid or going to the first carriers.

32718. No, it is not. If it goes over two railways it is the same. There is a ticket for that, and if there are two, and you have enough traffic you will get two tickets—another ticket?—I think I am right, sir. It was stated that this gentleman paid so much, but it was on a through rate, and he was not entitled to it, so that according to them it must be paid to the first carriers.

32719. *Mr. Sexton.*—To the sending company?—Very well, sending company. Say you pay them money, say, £1,000 in carriage. That is paid to the first carriers. Then a proportion goes to the steamer and there is a proportion at this side for terminal expenses, and a proportion goes to the railway company at the other side, and a proportion to be distributed at the other end in terminal expenses. Can they arrive at the proportion of that amount which comes to the Great Northern or the South-Eastern. Cannot they do that; but, as I understand, they don't. They should have an account.

32720. *Chairman.*—That is so, they have all that.

Colonel Plews.—All that is done, you are perfectly aware of that, sir.

32721. *Chairman.*—It is the money paid by one trader to any one of the companies. It is the money the particular company gets out of the trader himself, whether local traffic or through traffic.

32722. *Mr. Sexton.*—The sending company.

32723. *Mr. Tatlow.*—Or the receiving company. Actual receipts from the trader?—(*Witness*).—How is the company to get out the exact sum?

Colonel Plews.—If any trader askes the company for a ticket they will ask and find out what the value of his traffic is?—(*Witness*).—They are very dilatory in giving the particulars.

32724. *Chairman.*—Give him the pamphlet. You circulate it, don't you?

Colonel Plews.—We do?—(*Witness*).—It is the first time I have heard of the pamphlet.

32724A. *Chairman.*—Look through that pamphlet—(*book handed to Witness*)—and you will see whether it is worth your consideration?—(*Witness*).—I heard there was one gentleman from Enniskillen, I think, who used to give £700 or £800, and he lost it because it went down to £300.

32725. *Chairman.*—No; because it went down to less than £250. Study the book for yourself and you will see.

Colonel Plews.—That is the Great Southern pamphlet.

32725A. *Lord Pirrie.*—It is the same all over, isn't it?

Colonel Plews.—Yes.

Mr. JAMES M'CUTCHEON, Newtownards, examined by the CHAIRMAN.

Mr James M'Cutcheon, Representative of the Newtownards Urban District Council.

32726. Mr. M'Cutcheon, you represent the Urban District Council of Newtownards?—Yes.

32727. What is the trade of the district?—Weaving, spinning, hosiery, and linen.

32728. What is the district affected?—Newtownards town, and the railway is the Belfast and County Down Railway.

32729. Is there any other means of transit?—No, except carriers—market carriers; there is no canal or other branch railway.

The trade of the Newtownards District.

32730. You will always find carts competing over short distances. You come forward on behalf of the Urban Council; are you acquainted with trade—are you a business man yourself?—Yes.

32731. What business do you follow?—I am a grocer.

32732. You, yourself, are acquainted with the rates for through traffic?—Yes.

32733. Generally speaking, are you of opinion that the rates and fares are reasonable?—The Newtownards people complain that the rates for goods are somewhat too high, and the limit of charge—a five-ton lot—is also high. The charge from Belfast to Newtownards, single ton lot, is 2*s.* 4*d.*, and for collection in Belfast 1*s.* 6*d.*

Complaints as to the grain rate between Belfast and Newtownards.

Mr. Tatlow.—Would he say for what class of traffic that is charged?

32734. *Chairman.*—Answer that question?—(*Witness*).—Heavy traffic.

32735. What kind of traffic?—I am speaking now of bag stuff—grain, meal, bran, and flour.

32736. For special class traffic what is the rate?—It amounts altogether to 4*s.* 4*d.* per ton, including 6*d.* per ton delivery.

32737. That is from Belfast to Newtownards, including collection, railway freight, and delivery?—Yes.

32738. Surely that is cheap enough?—It is carted the eight miles for 3*s.* a ton.

32739. Why, then, do you send it by railway?—We cart as much as we possibly can, but unfortunately there is always some stuff that must go by rail, because you cannot cart it. A little more than half goes by the railway, because the carting only costs 3*s.* a ton.

32740. That is the competition of carriers. Have you any other case? Is that the only example you have got of rates? Through rates, are these fair to business men?—That is the only example I have of heavy goods.

32741. You are satisfied with your own rates—groceries, and so on?—These are mostly brought by cart, not by railway at all. In most cases a trader in Newtownards will have one or two carts of his own carrying down groceries, and he will take a case or make up parcels.

32742. The passenger arrangements are fairly satisfactory, are they not?—My Council is of opinion that the ordinary passenger fares are too high, and there are too many varieties of fares.

32743. That is to say special fares?—For instance, 1*s.* 6*d.* return fare to Belfast 3rd class and 1*s.* 11*d.* second class, the distance being thirteen miles by rail each way is excessive. Then the variety of fares is very great. There are four different fares in one day for the same class of traffic.

32744. You ought to have them all at the lowest, I suppose?—That is not my case.

32745. What these fares are, in one day, can you tell us?—By all trains 3rd class return fares to Belfast are 1*s.* 6*d.*, available, as usual, for return within a month; by all forenoon trains up to and including the 12 o'clock, market tickets are issued at 1*s.* 3*d.*, available for return on the day of issue only.

32746. That is on the market day?—Market tickets are issued every day.

32747. Every day, are they?—Yes, at 1*s.* 3*d.* in the forenoon.

32748. You have to go before a certain time in the day?—Up to and including the 12 o'clock train in the forenoon.

32749. What else?—On Mondays shopping tickets are issued by the 10.34 and 1.34 trains from Newtownards at 1*s.*

32750. These are intended for ladies?—Yes, and they are available for the day of issue only.

32751. Surely this all means advantages, not disadvantages?—We think, sir, 1*s.* or 1*s.* 3*d.* should be sufficient without the 1*s.* 6*d.*, and that these two varieties should be considered sufficient.

32752. You are not obliged to take the 1*s.* 6*d.* ticket?—It is not every one who can travel in the early part of the day. Sometimes I may travel in the afternoon, and I have to pay 1*s.* 6*d.* It is not everyone who can conveniently travel in the forenoon.

32753. When is the shilling ticket available?—On the Mondays.

32754. I take it to get ladies through for shopping?—Yes.

Mr. Tatlow.—That is shown by the class of people who come up by it.

32755. *Chairman.*—That is the object, at any rate. I think you said you were, on the whole, satisfied with these arrangements for cheap tickets?—We consider that the number of trains and the prices are too variable.

32756. With regard to the other matters, have you any complaint to make of your train service?—No, sir.

32757. Workmen's trains, have you any workmen's trains?—We have at ten minutes past five in the morning.

32758. What is there wrong with that?—The fare is 3*s.* a week and the tickets are issued weekly. We consider the tickets should be issued daily.

32759. At sixpence, one-sixth of the weekly rate, daily?—Yes.

32760. They have to go up to Belfast by one particular train, but they may come back by any train in the day, at any part of the day?—Yes.

32761. They are available for return by any train, any third class train?—Yes.

32762. I think what you suggest, the arrangement for daily tickets, has been put into operation in London, that they can buy workmen's tickets daily, besides weekly?—At any rate it has been discussed.

32763. *Mr. Acworth.*—I would not like to say it has been adopted?—(*Witness*)—We consider it should be applied so that the ticket could be bought daily. If you buy a weekly ticket, there may be holidays, and the passenger is asked to pay for the holiday. Instead of handing the unused ticket to the traveller, they are appropriated by the railway companies.

32764. *Lord Pirrie.*—Who do you call the traveller?—I mean the workman travelling on a workman's ticket.

32765. *Chairman.*—That does not seem to be an unreasonable suggestion?—We think it would be better for the workmen.

32766. Your suggestion of the daily ticket, it does not seem to be unreasonable, because if there was a holiday or a wet day he would not take the ticket. But would not the workman object to having the trouble of taking a ticket every day?—He would rather have an ordinary daily ticket—that is, a sixpenny ticket daily.

32767. Have you considered anything about the nationalisation of railways, have you formed any opinion of your own?—Yes; I have formed an opinion, but I am speaking on behalf of the Urban District Council of Newtownards.

32768. They have formed an opinion and they have authorised you to speak for them?—They have.

32769. What conclusion have they arrived at?—My Council don't believe that State control of railways would be a remedy for the evils complained of. They do not think that State control would tend to efficiency or economy of management. My Council would be in favour of the amalgamation of the smaller systems with the larger systems, but not so as to do away with competition among Irish railways.

32770. That is the resolution. How long since—what time did they pass it?—About a couple of months ago.

32771. Within this year?—When they began to consider this evidence.

32772. Is that their conjoint opinion?—That is the opinion I am here to give.

Examined by Lord PIRRIE.

32773. I take it that you mean that the workman should be able to buy a book of tickets, and each morning and evening give one up, and if he happened to miss a morning from any cause, the unused ticket would do for the following week, the same as the workman's ferry-boat tickets are?—What the workman rather wants is to buy a single ticket each day and to travel up on it, and not to buy tickets for days he does not travel.

32774. The Chairman asked you a question just now, he asked would the workman not object to have to carry money in his pocket each morning, and to buy a ticket for every journey.

32775. *Chairman.*—Wouldn't he rather buy a batch of tickets?

32776. *Lord Pirrie.*—Would not the men prefer that. Have the Council considered that point. Let them buy a book of tickets and use one for each journey, as they do on the ferry-boats?—No, sir; that was not our opinion. We think they would rather buy a single ticket, and if they don't require to go they would save sixpences. They would save it the other way as well, if they got a book of tickets, with a certain number in it, say thirty tickets, they could give up a ticket per day per journey, and therefore they would only use a ticket on the day they travelled?—I think that would be satisfactory.

32777. They object to having to get a ticket for a whole week, and they might only travel one day?—Yes; but they have to pay for the week.

32778. They have to pay for the whole week. Perhaps you will consider the matter in detail, and see if that plan might suit the railway company?—Yes.

32779. Do you mean to convey to us that there are fifteen or twenty carts running regularly between Newtownards and Belfast. Then that large customers have other carts, people who send their own carts, in addition to that, grocers and other shopkeepers, who send for their supplies?—Most of the firms have one or two carts on the road every day.

32780. Do you mean to say that one-half or two-thirds of the heavy goods is carried by carts?—Well, take the case of drapery goods, nearly all carried by carts. And yet the railway is there.

32780A. *Chairman.*—And it pays well.

32781. *Lord Pirrie.*—Yes, it still pays very well? (*Witness*)—We also complain of the excursion traffic on the Belfast and County Down Railway. There does not seem to be any through connection between that railway and other railways. In one or two cases excursions for the Dublin Exhibition had to drive to and from Belfast or walk from the County Down Station to the Great Northern Station in Belfast. There is no connection.

32782. That is a matter of arrangement; you cannot, and you would like to go right through?—We have a central railway; we should go right through.

32783. With regard to the various tickets, is this what you mean. There are two or more fares, and unless a person asks for a special market day or shop ticket, the ordinary ticket is given to him; although you or I could go and buy a cheaper ticket if we were a little more cute, the ordinary person would buy the other and pay an extra price?—That is not so; that is not our complaint.

32784. If you go at the right time, the particular cheap ticket is always given?—So I understand. That is correct.

32785. It rather left the impression on my mind that it was otherwise?—No.

32786. *Chairman.*—That point is all right?—Yes.

32787. *Lord Pirrie.*—What you do mean then is that during the day you would rather have one price, an average price. You have 1*s.* 6*d.* one part of the day, 1*s.* 3*d.* and 1*s.*; you would rather pay 1*s.* 3*d.* as the common fare?—That is really what we complain of, the great variety of fares.

32788. Then, as to the question of State control. Do you mean by State control that they should be taken over by the present Government—the British Government; that they shall come forward and buy the railways, and that they should be put under Dublin Castle management, having another Department, the same as we have already. You are totally opposed to that?—That is the opinion of my Council.

32789. Are the Council opposed to the railway companies being under the management of the Irish people themselves, perfectly independent of Parliament?—They think the management of the Irish railway companies at present is capable of improvement in certain respects; but they don't believe that under State control they would be better managed than they are now.

32790. You would not call in an elected body in Ireland, say, with twelve men obtained from the existing boards, or the chairman of each board acting; would not that be satisfactory to the Council?—No, sir.

Oct. 21, 1907.

Mr. James M'Cutcheon, Representative of the Newtownards Urban District Council.

The most suitable method of meeting the workmen's desire for cheap tickets

The bulk of the heavy goods traffic between Belfast and Newtownards carted not railed.

Complaint as to the through connections between the Co. Down Railway and other lines

Uniform return fares between Belfast and Newtownards suggested.

Any interference with the principle of private ownership of the railways and their management on a commercial basis objected to.

Oct. 21, 1907.

Mr. James M'Cutcheon, Representative of the Newtownards Urban District Council.

32791. You don't think that would improve matters?—No, sir.

32792. Therefore you don't accept any form of public control?—They express an opinion against that.

32793. How do you propose to improve the management of the railways. You say the railways are not well managed, and you want better management. How do you propose to manage them?—That is a matter I don't enter upon. We wish to get our grievances redressed. We think there is no serious complaint with the management of the railways at the present time.

Unsuccessful negotiations with Co. Down Company for redress of grievances.

32794. Then you don't want any change?—We think the railway directors are easier approached than, perhaps, a State Department would be.

32795. Did you not approach them about these complaints?—Yes sir.

32796. Why did you not get them redressed?—Perhaps they thought them unreasonable. I have often approached the County Down Directors, and always found them a most pleasant body to do business with.

Examined by Mr. Acworth.

32797. Just to make clear one other point, let me put this to you—You object to State control; by that you mean, I suppose, State ownership or State working, don't you? You don't suggest that the railways ought to do as they please, do you? The State ought to look after the railways to some extent, still leaving them in private hands as to ownership and working?—What we object to would be State control, something like the Post Office, something of that kind of control.

State supervision of the Railways recommended.

32798. Then State management is what you mean to object to?—That is what we mean.

32799. You don't suggest that we, sitting here, appointed by the Government, to report how the Government should control the railways, ought to say that there should be no Government control at all?—Oh, yes, we think there should be some Department which should have a right over the whole system. They should keep on some Department like the Railway and Canal Commissioners that we have at present.

32800. You do want some control. What you come here to protest against is Governmental direct management?—That might be so.

32801. That is what I think you must mean. You could not mean to propose that the railways should do just what they like. Now, just one other thing—about the carting. Does it seem to you to be strange that the carters should beat the railways over a distance of nine miles?—It is thirteen miles by rail, and only eight miles by cart.

The extensive carting of traffic between Newtownards and Belfast due to high railway rates.

32802. That, no doubt, gives the carters an additional advantage, but does it seem—the distance being eight Irish miles by road—that the railway should naturally get much of the traffic?—We think that if the railway rates were so reduced these carters could be put off the road entirely.

32803. Look at it: the railway has got the loading and unloading to do. Is this a pretty expensive item compared with the whole job?—Yes.

32804. If they reduced the rate to the point that it happened it did not pay them, it would be better to keep out of the traffic and let the carters have it. Don't you think so?—They could not pay 6½ per cent. if they did that.

32805. You don't suggest that you want them to take away traffic from the carters if it injures both them and the carters?—What we think is that if the carters are able to do the work at 3*s.* the railway company should be willing to do it. It must pay the carters or they would not do it. If it was a loss they could not do it.

32806. You really think the railway companies can afford it. It is not uncommon to see carters in the London district competing with the railway companies up to twenty or twenty-five miles?—Well, formerly the railway rate was 2*s.*, now it is 2*s.* 4*d.*

Reduced grain rates to Newtownards suggested.

32807. What kind of traffic was that for?—Grain traffic.

32808. At that rate did the railway get the traffic?—There seems to be more carting in recent years.

32809. The railways were carrying it for 2*s.*, and then they raised it, do you say?

32809A. *Lord Pirrie.*—He says the rates might be improved for small lots.

Mr. Tatlow.—The rate at present is 2*s.* a ton, with the exception of meal, flour, etc., and under five-ton lots?—(*Witness*).—That is only for five-ton lots.

32810. *Lord Pirrie.*—What is it for smaller lots?

Mr. Tatlow.—2*s.* 4*d.* a ton.

32811. *Lord Pirrie.*—That is what he said?—(*Witness*)—We think 2*s.* 4*d.* is too high for one ton. Of course we get a reduction on five-ton lots that brings it down to 2*s.* We think we should get one-ton lot at 2*s.*, and that there should be a reduction beyond the 2*s.* on five-ton lots.

Examined by Mr. Sexton.

32812. You say the rates for goods are too high and that the ordinary passenger fares are excessive? Have you followed the evidence before this Commission?—Not very closely. I have looked at a great part of the evidence, but not very closely.

32813. Perhaps you have read enough to know what is the contention of exporters from Ireland—that the low charges in force from the Continent into Great Britain have greatly developed Continental trade, and that on the other hand the trade of Ireland in agricultural produce to Great Britain has by the same means been restricted?—That seems to be the case.

32814. And also that Irish manufactures, generally, throughout the country—I do not now speak of any particular district—have been very much hampered by the low import rates at which manufactured goods are carried into this country?—Yes.

32815. That appears to disclose a serious state of affairs; it seems to indicate that the interests of this country are deeply concerned in a general revision of rates; would you agree with that?—Yes, certainly.

32816. Now about State control, when you object to it have you in your mind the purchase of the lines by the Imperial Government and the management and working of them by a Department controlled by London, such as you are now familiar with in this country?—Either from London or from Dublin, we object to that.

32817. Or even from Belfast?—Or even from Belfast.

32818. You are aware, of course, of the effects of public management in other countries generally?—Generally I have seen it stated in the newspapers.

32819. The people of these countries seem to be satisfied with their systems of State railways, they do not propose to go back to the system of private ownership?—I don't know whether that is generally the case or not.

32820. It is clear, is it not, that these public systems of railways have resulted in great reductions of rates and fares and a great development of the trade and traffic of these countries?—Perhaps in a new country that might have happened, but would it do for us?

32821. There are old as well as new countries where they have these State railways—countries like Germany, Denmark, and Holland. They are not new countries?—I know that.

32822. Is your view the same as that of your Council?—I don't come here to express any opinion except that of the Council.

32823. Have you an opinion of your own?—I will not say.

32824. Do you think that minute of the Council prevents you from expressing any opinion of your own?—I am sent here to express the opinion of the Council.

32825. Are you expressing your own opinion?—I don't express any private opinion on the matter.

32826. Suppose there was a fair prospect that by the establishment of a united system of public railways in Ireland, controlled, let us say, by a representative body, which the Irish people at large would have to elect, suppose it was clear that by such a system you could get an extensive reduction of rates and fares and go on to develop Irish prosperity, would you still prefer to such a system the system under which the railways are run for private profit, would you still say that the railways should remain as they are?—We would wish to see any circumstances offered under which we could have a reduction of rates if it were possible,

but my Council would not favour the control of the railways in Dublin by a Department such as you suggest.

32827. You would have higher rates under private companies rather than low rates under Irish public control? Is that the Newtownards policy?—No, sir.

32828. What then—I have just put it to you. Even if there was a fair prospect of a reduction of rates which could be applied to the development of the country, you in Newtownards, whatever might be the public authority having control of these lines in Ireland, whatever the rest of Ireland might do, you would prefer private companies and higher rates?—Yes, private lines. The Newtownards Council are in favour of private lines. We wish to amalgamate the smaller lines. That is what we approve.

32829. You would rather have private companies even if it meant higher rates than public railways with low rates and some prospect of the prosperity of the country?—Oh, we also want low rates. That is what we ask for. But I will not go any further than that.

32830. And private-owned lines meant the old high rates and public ownership would mean a reduction of rates for the public benefit?—I will not go any further than the Council's resolution.

Mr. Tatlow.—You spoke about the connection between trains on the Belfast and County Down Railway and the Great Northern, I would like to know what particular want of connection you mean, what service?

32831. *Lord Pirrie.*—I think what he wants is to go through from Newtownards to Dublin without having to change?—(*Witness*).—It is the walking across the city.

Mr. Tatlow.—I thought it was the time of the trains.

32832. *Lord Pirrie.*—Oh, no. (*To Witness*).—I don't think you meant to convey that coal traffic and stone traffic from Newtownards was included in your complaint about heavy goods?—To some extent; but these and grain are ordinarily brought down by rail.

32833. Coal traffic goes to Newtownards by rail?—It does.

32834. In that case they give special low rates for coal and therefore traffic goes that way, and if they did the same thing for ordinary traffic, if they brought down the ordinary charges to something like these special rates, they would get all the goods by rail?—I believe they would. The rate of transit in these cases is something lower than for ordinary goods.

The cartage of goods resorted to between Belfast and Newtownards.

32835. Are there any other special rates, the same as coal?—There is a special rate for general heavy goods of 4*s.* 4*d.*, including collection, but the carters take it for 3*s.*

Mr. Moore (*Manager, Belfast and Co. Down Railway.*)—That is quite right, but Mr. M'Cutchem knows that the carter gets in Belfast 1*s.* from the people where he is making delivery. That gives him 4*s.*, the same as the railway company gets.

32836. *Mr. Acworth.*—Why then do they send it by cart?

Explanation as to the cause.

Mr. Moore.—There are only two regular carters, the Martins. It is quite incorrect to say that there are more than these two regular carters, but there are several traders in Newtownards who have carts, almost everyone of them has a cart, and in a country place like this, where so many people have carts, if there is a day when they have no work for them they let them out; they would send them into Belfast for a load rather than have the horses standing.

(*Witness.*)—It is a mistake to say the carter charges 3*s.* and collects 1*s.* The charge of 3*s.* includes collection in Belfast and delivery in Newtownards. I have had it done—by Mr. Martin—collected in Belfast and delivered at my store in Newtownards for 3*s.*

The Commission adjourned till the following morning at 11 *o'clock.*

FIFTY-FOURTH PUBLIC SITTING—TUESDAY, OCTOBER 22ND, 1907.

In the Council Chamber, Royal Dublin Society, Leinster House, Dublin.

Commissioners present:—Right Hon. Lord PIRRIE, P.C. (in the Chair); Colonel HUTCHESON POË; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary).

Oct. 22, 1907.

Mr. JAMES W. JOHNSTON, J.P., examined by Lord PIRRIE (in the Chair).

Mr. James W. Johnston, J.P., Representative of the Fermanagh County Council.

I have to apologise for the Chairman's absence. He was called away unexpectedly to London, but I am sure we will all assist in doing what we can in his absence, which he himself regrets very much.

32837. Now, Mr. Johnston, you are a magistrate of the County Fermanagh?—Yes.

32838. Have you any views in connection with the traffic from your district?—Yes; I think we are in a very unfavourable position. I am treated very unfavourably by the railway company.

32839. Now, are you speaking for the Fermanagh County Council or are you merely appointed by the Fermanagh County Council to give evidence, and giving it of your own knowledge?—I am giving it of my own knowledge. I belong to the South Fermanagh division.

Complaint as to the rate for feeding stuffs from Belfast to Newtownbutler.

32840. But were you appointed by the County Council to give evidence?—Yes; I was appointed by the County Council to give evidence.

32841. But the evidence you are going to give is your own?—Is entirely my own.

32842. What complaints have you to make?—Well, Clones is four miles from us, and the rate they charge there is very much cheaper than the rate they charge to us. That is, on one side. In the rate on other lines there does not appear such a difference.

32843. In the rate-book?—In the rate-book. They make a very great difference in the rate.

32844. They make a very great difference?—A very great difference.

32845. Different from the rates stated in the rate-book?—Different to the rate-book.

32846. Keep to that point. Have your County Council drawn the attention of the railway company to it?—Yes, I have. Not in connection with Clones, because I can understand that. There is a canal there.

32847. But the canal does not affect your statement that the rates charged are different from those in the rate-book?—Yes.

32848. Now, are you clear on that. Have you got any papers showing that the rate in the rate-book was different from what they charged you?—They charge me 9*s.* 2*d.* for all feeding stuffs from Belfast to Newtownbutler.

32849. What was it in the rate-book?—9*s.* 2*d.*

The rate—Belfast to Clones compared.

32850. That is the same as what they charged you?—Yes, but then Clones is only four miles different, and they charge 7*s.* there.

32851. Then your evidence is that they charge you 9*s.* 2*d.*, which is the rate in the rate-book, but to Clones, which is four miles nearer to Belfast, they only charge 7*s.*?—7*s.*

32852. And you believe that the reason is that there is a canal at Clones and not at Newtownbutler?—Yes.

Mr. Croker Barrington, Solr.—Ask him the rate in the rate-books to Clones?—Well, I just cannot give you that.

32853. *Lord Pirrie.*—That is rather a pity?—Well, it is.

The rate for bacon from Liverpool to Newtownbutler, and to Enniskillen.

32854. Have you any other figures you would like to give, about dealings with Enniskillen for example?—Yes. Well, it is Enniskillen I object to, or the way we are charged in reference to it. Enniskillen is seventeen and a half miles further from Belfast or Liverpool, and the rate for bacon to Enniskillen is 15*s.* and to Newtownbutler it is 22*s.* 6*d.*

32855. Although it is seventeen and a half miles further on?—Although it is seventeen and a half miles further on.

32856. And what would you put down as the cause for that? Is it competition?—Well, competition against the Sligo and Leitrim Railway. They want to run it out of course and grab it.

32857. And you brought that before the directors of the railway company?—Yes, the Great Northern. I wrote to them several times, even when at one time they did not even put my bacon into the goods store. They threw it out on a train going by, on the platform.

32858. And did not take it to the goods store and keep it until sent for?—Yes; that is changed now. They are putting it into the goods store now.

32859. I take it then that you attribute mismanagement to the railway. Do you consider it as in any way injuring the railway?—I do, certainly; because all the large towns are getting this benefit, because they can fight for it, and unfortunately because there is also the competition of the Sligo line. Well, we have to meet that, of course, at Newtownbutler, and, of course, meal and flour profits are so small, and it puts us out of the market entirely.

32860. You consider, from your own knowledge of the district, that small villages and stations where there are no important traders, are being ill-treated by the railway company?—Yes, certainly.

32861. Have you any view of your own as to how to cure that?—I think that the railway companies have been granted a great monopoly, and I think that the parties that granted that monopoly should have a supervision over the railways, to see that they charge proper rates.

32862. And you believe that if they did charge proper rates, the farmers in your district would grow more hay or more orchard trees?—Yes. There are a great many orchards planted round there now. Unfortunately, we are not an agricultural country. It is too wet.

32863. You mean to say you are cattle breeders?—We are cattle and orchards.

32864. And if you got proper facilities from the railway you think that the orchards would increase?—Cattle and orchards, and the eggs and the fowl trade.

32865. But you are satisfied with the railways in private hands, provided they meet you as ordinary business men?—They are very smart men, and they think they can carry it on just as they like.

32866. If they are smart men, would not they meet your wishes for the sake of the traffic?—I think I mentioned before that the reason for keeping with Enniskillen is that they want to run the Sligo line out. That is one reason.

32867. What is in your mind as to how to avoid that. Have you any wish in that respect?—I think the rates should be made according to the distance travelled.

32868. But you do not think that if you had the lines entirely under one management in Ireland, that would be beneficial?—Well, you know there are lines much worse managed than the Great Northern, and that is the one that I have to deal with. I do not

think it would be well to join the worse-managed lines along with us. I would also like to mention two through rates that they give.

32869. We have so many rates. What would you like to put down?—Iron, say, to Enniskillen. The rate for galvanized stuff and iron to Enniskillen is 13*s.* 9*d.*, and to Newtownbutler it is 15*s.* 9*d.*

32870. That is, the shorter distance is charged the larger amount?—Yes, the larger amount.

32871. Then may I take it that your rates for all your goods are in the same proportion to the Enniskillen rates as those applying to bacon and iron, broadly speaking?—I won't say that, but it is very difficult to find out the private rates to the merchants in Enniskillen.

32872. Do you really think that the merchants in Enniskillen get rates that differ from those in the rate-book?—I do, special rates.

32873. Have you any information on that point that you would like to hand in to the Commissioners?—I have not about Enniskillen, but I have about other places, but I do not know that it would be very fair to give it.

32874. You believe, from the knowledge you have in your own possession, that certain traders do get special rates?—Yes.

32875. Do you not think that it would be fair to the railway and to the Commissioners if you could hand us in some document by way of proof of that statement, although we don't disbelieve your statement, in the sense that we think you believe what you state?—Might I give the statements alone, without giving the parties that they go to?

32876. Yes. I think that would be fair enough?—Will they have any effect on the parties—will the railways make any difference?

32877. That is for you. You are afraid of injuring them?—I do not want to make any difference in their rates, but I think ours should be reduced. I do not want to raise theirs.

32878. I think you had better leave it in the way you suggest. You believe certain rates are given.

Mr. Croker Barrington, Solr.—I wish to disclaim any such idea on the part of the companies in the most emphatic way. Of course, it is my duty to say so every time this is asserted, that we make the slightest difference on account of any evidence. I wish to be quite emphatic about that.

32879. *Mr. Acworth.*—That is not the point that the witness made, but that if he were to give evidence that A. B. at a certain station gets a lower rate than his neighbours, that is not in the rate-book, the effect of that evidence would be this, that that favour which ought not to have been given clearly, on his assumption, would be taken away.

32879A. *Lord Pirrie.*—Mr. Barrington says such a thing has not been done.

32880. *Mr. Acworth.*—Mr. Barrington has not said that.

32880A. *Mr. Sexton.*—Mr. Barrington spoke simply about the question of punishment for giving evidence.

Mr. Croker Barrington, Solr.—I see Mr. Acworth's point. We have no particulars and no knowledge, but if what Mr. Acworth says is the case, supposing a favour was given that was illegal, and it came out that through some misunderstanding or anything such a favour was given, it might have to be withdrawn.

32881. *Mr. Acworth.*—But it ought to be.

Mr. Croker Barrington, Solr.—Certainly. He should either not make the assertion or prove it.

32881A. *Mr. Sexton.*—He has made the assertion. He apprehends that if he gave the names, that might injure the parties who, according to his information, are getting a rate which is not in the rate-book. He has heard now what Mr. Barrington said, and I suggest that it would be well if the witness gave any information which might be useful. Why should he reserve information which will not injure anyone and might be useful. I agree with Mr. Acworth.

32882. *Mr. Acworth.*—I see Mr. Johnston's point, but as far as we here are concerned, I think we ought to do anything we can to deprive a trader of an advantage that he ought not to possess and that is illegal, if the case is proved.

32882A. *Mr. Sexton.*—That is the point. It is illegal, and if you conceal it, Mr. Johnston, you are abetting illegality?—I do not know whether it is illegal. I think we should not be reduced to it.

32883. *Lord Pirrie.*—I am not going to press you further.

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Enniskillen alleged to be preferentially treated in the matter of rates.

32883A. With regard to this preferential treatment, you know that by Act of Parliament it is absolutely illegal for a railway company to give any preferential treatment to any individual or any class of goods; and of course if it could be shown that a railway company had done such a thing they could be brought to task; I gather you think that such treatment does exist occasionally?—It does exist. I will tell you how I proved it in the case of the bacon. I got five boxes of bacon sent from Liverpool to Enniskillen. I got it sent to Enniskillen, and I got it re-sent from Enniskillen to Newtownbutler, and it was the same price exactly. They just charged me the same price. I think there was twopence difference in the rate.

32884. You got it sent to Enniskillen by Sligo?—No; I got it sent to Enniskillen, passing through Newtownbutler, and I got it back by the same line, and it cost the same. There was twopence difference, I think, in the carriage.

32884A. In other words, you got it consigned to Enniskillen, I take it, at 15*s.*, and then you paid twopence additional to get it brought back to Newtownbutler?—I paid 7*s.* to get it brought back to Newtownbutler.

32885. That was the local rate?—Yes-

Other towns in the district prejudiced.

32885A. I do not quite see how that confirms or supports your statement as to the rate. That only shows that the local rate to Newtownbutler from Enniskillen was 7*s.*?—Yes.

32886. How does that substantiate your statement?—That bacon, going through to Enniskillen, passed through Newtownbutler, and came back again.

32887. But the reason for the rate to Enniskillen *via* the Great Northern being 15*s.*, is that if it did not go by the Great Northern it would probably go by Sligo and by the Sligo and Leitrim, and of course the sea competition by Sligo comes into the question?—It is far away from Sligo.

32888. But it is not as far from Sligo to Enniskillen as it is, we will say, to Dublin?—Well, it is not.

32889. At any rate, that of course, as I have mentioned, is the answer, that if the railway company did not make that difference in their rates with regard to Enniskillen they would not carry the traffic at all. They must carry it at a rate that will compete with the Sligo and Leitrim rate?—Oh, yes, but small intermediate towns are paying the loss.

Probability of the railway company losing the Enniskillen traffic unless carried at low rates.

32890. But the point is this, that if they did not carry that traffic other lines would carry it, and they might in consequence of the loss of the traffic be obliged to charge even a higher rate than they do now to intermediate towns?—We should not have to pay the difference.

32891. If they did not carry that traffic to Enniskillen at a low rate they would lose it and somebody else would get it?—Yes, possibly.

32892. Then to make up for the loss of traffic which they would suffer from charging a rate which the traders would not pay, they might have to charge this traffic which they do carry, a higher rate even than they now charge to make up that difference. Do you see the point?—I see the point.

32893. That is always a danger, that, although it does press hardly on towns where they have not got sea competition or other means of transport, that where there is a monopoly so to speak—and the Great Northern have a monopoly apparently—they can charge a higher rate; but, presumably, if they did not charge that higher rate they could not carry at all; if they did not charge to further stations like Enniskillen a rate which would compare favourably with the rate on commodities that would come into Enniskillen by other transport, they would have to charge a higher one to the other places?—But it is a hardship on the small towns.

32894. I do not see how you can redress it. Your contention is that the difference you speak of, 7*s.* 6*d.*, is a disproportionate one?—Yes.

32895. And you would allow the railway companies in the interests of their own line to get traffic, but you think the difference should not be altogether so much out of proportion?—Yes.

32896. What is the distance between Newtownbutler and Enniskillen?—Seventeen miles.

32897. And that involves a difference according to your statement of 7*s.*?—Yes, to bring it back.

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Mr. James W. Johnston, J.P., Representative of the Fermanagh County Council.

Allegation that the Great Northern Railway Company give illegal rebates.

32898. Of course you heard that at the beginning of this Commission, when there was some suggestion that if witnesses gave evidence the railway companies would penalise them, the Chairman properly pointed out that he did not think the railway companies would possibly think of such a thing, and the railway companies, their counsel and themselves, expressly declared that they would not be influenced in any degree by any evidence that might be given; so that if you could give instances of rebates having been given to traders, and could give the names, I think you might be perfectly satisfied that those persons who are named would not in any way suffer from the evidence which you gave?—If I give the name of a man who gets it at a lower rate than appears in the rate-book, that rate won't be charged to him?

32898A. Of course we cannot press you if you do not like to give it?—If you say that, I will give the names.

32899. The Chairman has properly pointed out that he was certain that the railway companies would not in any way allow themselves to be influenced by any evidence that was given here.

32899A. *Mr. Sexton.*—That question is one that only the railway companies could answer.

32900. *Lord Pirrie.*—I do not see how any Commissioner could guarantee that. The witness has said he would give the names if he was guaranteed.

The undertaking given by the Irish railway companies not to penalise witnesses.

32900A. *Colonel Hutcheson Poë.*—Now, I stated that through their counsel they had expressly declared that they would not allow any evidence in this way to affect their relations with the traders. I am sure the gentlemen here on behalf of the railway companies will recognise that.

Mr. Croker Barrington, Solr.—You do not wish me to say it again, sir. I have said it so often that I was afraid of wearying the Commission?—Then I will give the names now.

32901. *Colonel Hutcheson Poë.*—I do not wish to press it.

32901A. *Lord Pirrie.*—Of course other witnesses have said what you have said, that although the could not have their rate raised, still they would not get wagons, and there are so many questions of that sort that I do not wish to press you.

32902. *Mr. Sexton.*—I am in favour of not withholding any information.

Examined by Mr. Acworth.

32902A. The only question I want to ask is in reference to the rebates. Mr. Johnston, you are here on behalf of a public authority; you come here as representing the County Council?—Well, I came here as representing my own part of it—the south end of it.

32903. Appointed by the County Council as representing the County Council, to come here as representing that body, or on behalf of it?—At the County Council I expressed my indignation at the way we were treated in Newtownbutler.

32903A. And therefore they appointed you as their representative here?—Yes.

32904. And you tell us that in a case within your own knowledge a trader has got rates that are not in the rate book and that are lower than the rates in the rate book?—Yes.

32905. I take it that you are aware that that is absolutely contrary to the law?—I did not understand that.

The illegality of charging rate other than those in the rate books.

32906. Well, will you take it from me that it is absolutely illegal. It is a rate—assuming, of course, that you are accurate—that the railway company has no right to give, and the trader no right to receive. I understand you to say that you are not prepared to help this Commission to put a stop to that?—I got one of the pieces of information from the gentleman himself, and he asked me not to use it in any way that would damage him.

Information obtained from a trader whose identity could not be disclosed.

32906A. And, of course, in a sense, it would damage him if it deprived him of an advantage that he could only get illegally. Well, we must leave it there.

Examined by Mr. Sexton.

32907. In one case, Mr. Johnston, you were asked not to give the name?—Yes.

32908. Are there any cases in which you were not asked not to give the name?—There is; but I could not say definitely the amount of carriage that they pay.

32909. But you could say something?—I know that it is cheaper.

32910. I ask you now to observe two things, first, that the rebate gives an illegal advantage to the man who receives it, and, secondly, that it inflicts an illegal disadvantage upon every other trader who does not receive it?—Yes, there is a difference to one of these men that I think would nearly justify it.

32911. But no obligation of trust?—He is not a trader in the same way.

32912. One man is receiving an advantage, against the law, and other men who compete with him are at a disadvantage because they do not receive it. I will leave it now to you, as a public delegate, as a man concerned for the public welfare, to say whether you ought to be silent?—There is one of these men that did not bring the goods in the same way; but after he gets it he manufactures it—he grinds it.

32913. But, there are, no doubt, other men, not receiving rebates, who may be damaged by the receipt of them in that case; for it means unfair competition?—Well, if it gives employment in the country that would be something.

32914. If it gives employment in the country?—If it happens to be ground in the country.

32915. If there are other traders competing with him who do not receive the same advantage, are they not placed in an unfair position, against equity and against law?—They are not in the same position, of course.

32916. You know that, I suppose?—I say one is a miller, and the other parties are shopkeepers.

32917. Do you know of any case in which a rebate is given to one or more traders, and is refused to other men whose business relation to the railways is similar?—No; one is a miller and the others are shopkeepers.

32918. You refer in your abstract to a disparity of rates?—Yes.

32919. You say that the effect of that disparity of rates in your county is seen in dwindling villages?—Yes.

32920. Something over fifty years ago (which is well within living memory) the population of your county was 160,000?—Yes.

32921. Now it is about 60,000?—Yes.

32921A. We have had evidence that owing to the working of the railway system, while the imports of food to Great Britain from abroad have immensely developed by low rates, the exports of Ireland to Great Britain have been cramped?—Yes.

32922. A system such as that, pursued for a series of years would account, would it not for dwindling villages, and for general depopulation?—Yes; it would, of course.

32823. And, further, we have fifty-five to sixty millions worth of goods imported every year from Great Britain to this country, goods much if not most, of which we could manufacture. That would account for depopulation, because it would show that our towns have not the industries to sustain the surplus of the agricultural population?—Quite so.

32924. And then, would you say that a system working in that way for the past generation has contributed powerfully to the depopulation of the country?—I would say certainly it has contributed very powerfully.

32925. And that it was the duty of every man concerned for the good of the country to do his best to modify that system?—Certainly.

32926. Now, do you happen to know that the things you have mentioned, the trade in cattle, eggs, poultry, and even in apples, are the very particulars in which there is practically an illimitable market in Great Britain, now filled by foreign countries, and not by Ireland?—I do; and our particular district is given more to rearing young cattle rather than to feeding them. The principal way that the farmers live there is by rearing pigs and feeding them, and calves, and selling them, and springing heifers.

32927. Have you any doubt that the cattle traffic (which is, I think, your chief resource in Fermanagh) might be greatly developed by such a system of rates as is allowed from abroad into England?—I have no doubt of it. The dealers complain very much of the rates. For instance, the rate to Belfast for a wagon of cattle would be 36*s.* 5*d.*, and I think that is too high.

32928. I think it is unquestionable that the rates for cattle from abroad are far easier?—Far easier.

32929. Far easier to consignors than the rates from

Ireland?—Yes, they get also an advantage in apples over Ireland.

32930. Now, take a case. The annual import of eggs into Great Britain from foreign countries is about seven millions sterling, and the exports from Ireland only two and a half millions?—Yes; if we send eggs to Manchester we have to pay 51*s.* 8*d.*, at the company's risk, and at owner's risk, 47*s.* 6*d.*; and if we send a case of apples it often costs at the rate of 5*s.* a cwt.

32931. A prohibitive rate?—Yes.

32932. There is an import of poultry to the value of a million from abroad into Great Britain, and from Ireland to the value of seven-eighths of a million. Would you say that that is a trade in which Ireland should command?—Yes; it has greatly improved in quality, and holds a good place.

32933. The case of apples is very remarkable. The imports from abroad into Great Britain represent over two millions sterling per annum. Are you aware of that?—I have no doubt of it.

32934. And what do you think the export from Ireland is—it is £8,000, one two-hundred-and-fiftieth part of the import of apples from foreign countries. Is there not room for illimitable expansion there?—Illimitable expansion. And they charge to Dublin 16*s.* 8*d.* for a ton of apples, and if you send less than a ton they charge 21*s.* 2*d.*, that is, any quantity less; and I think they make differences even for smaller quantities.

32935. Is it quite plain to you that the railway system then is cramping the industries of this country in those particulars in which they might be most developed?—Yes. The Great Northern Railway is, of course, the only one I know of, but in the apple trade I think the dealers are very well satisfied with the way they carry the stuff. They give some facilities for carrying the stuff, and help them in that way.

32936. But the price of the carriage?—The price of the carriage is too high.

32937. It does not matter how well they carry if the price is so dear that you do not get the goods carried at all, or if it is so dear that when you reach the market there is someone before you there?—Yes.

32938. Such being the effect of the railway system upon the development of Ireland, would you say we ought to combine to produce some system that would offer this country a fair prospect of development?—I certainly think we should.

32939. Develop agriculture, promote manufactures, stop emigration?—Yes.

32940. And if a system were devised which afforded a fair prospect of such savings, by the use of public credit, and by combined working, as would assure to this country equal access to markets, from which it is now excluded, would such a system be unacceptable to you?—Certainly not.

32941. For the reason that it would be under public control?—Certainly not. I think it should be under public control, some way or other.

32942. And as the grievances are Irish, and the influences against Ireand are external, do you think such a system should be under Irish authority?—Well, I do not know. Irish authority is not successful in business matters.

32943. Has it had a fair chance. I will put it to you in this way. Suppose a system of public control offered a fair prospect to Ireland of emancipation from the trade serfdom under which it labours at present, would you prefer to go on with private companies, as under the present system, rather than adopt that reform?—Well, if it would do all you say, I certainly would go in for it very strongly; certainly.

32944. Then, that is all I ask you?—I would, certainly.

32945. *Mr. Acworth.*—Have you any objection to giving the station at which this secret rebate is given?—Lisnaskea and Lisbellaw.

32946. Lisbellaw and Lisnaskea?—Yes.

32947. Now, we can challenge the General Manager of the Great Northern on this point?—Yes.

32947A. *Lord Pirrie.*—One point you misunderstand, I think, Mr. Johnston. The railway companies have a perfect right to give a special reduction for an exceptional amount of traffic. Now, if you send a thousand tons and your neighbour sends ten thousand, I believe that in that case they can give a rebate of 2*d.* or 1*d.* or 6*d.*, if they like.

32948. *Mr. Acworth.*—Certainly, and I think Mr. Johnston so understood. It is perfectly legal to give special rates proportionate to special local traffic. What is not legal is to give a man a rate that is not known to the public and not in the rate-book, so that other people who are in the same circumstances do not get the chance of claiming it.

32948A. *Lord Pirrie.*—I want to get an opportunity of clearing up that question. I am not quite clear on it—that they could allow him to get a lower rate?

32948A. *Mr. Acworth.*—Yes; if you sent 1,000 tons and another man 10,000, paying the same rate, and at the end of six months or a year they gave him a rebate of 2*d.* or 1*s.* a ton.

32949. *Mr. Sexton.*—Mr. Acworth has put it with perfect accuracy, and it could not be made clearer.

32949A. *Mr. Acworth.*—Keep it at this. It is quite a simple point. It is absolutely illegal to give it to anybody unless it is given in such a way that it is public, in the rate-book, so that other people who are in the same circumstances can see it has been given to him and can say, "He sent 10,000 tons. I am entitled to it because I sent 10,000 tons." Secrecy is the point.

32950. *Mr. Sexton.*—Do you know any case in which a rate charged to a consignor or a consignee was different from the rate recorded in the rate-book?—Oh, yes, I do, in this particular instance that I mentioned. Now, another thing that I would like to say. There is a delay very often of goods at Clones from Belfast to our end of the line. It is caused in this way, I think, that the Belfast trains go to Cavan and Belturbet and they throw off a wagon at Clones, and sometimes it remains there a day, or even more, very often.

32950A. At the junction?—At Clones.

32951. Clones is a junction?—Yes.

32952. *Lord Pirrie.*—I think these points regarding train service have been before us?—I think that there should be a train run from Dundalk to reach Clones about two o'clock, going on to Enniskillen. It is a very great inconvenience to cattle dealers on our line, that is from Derry to Clones, that they cannot get back.

32953. Yes; but you have put it broadly in your evidence that want of railway facilities interferes with the traffic?—Yes.

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Mr. James W. Johnston, J.P., Representative of the Fermanagh County Council.

Unification of the Irish railways under public control advocated.

The stations at which the Great Northern Company are alleged to be giving secret rebates.

The system of special rates for large consignments.

Complaints as to delays to traffic *en route* between Belfast and Newtownbutler.

Mr. William Ervine examined by Lord Pirrie (in the Chair).

32954. You are here on behalf of the Ballymena Rural District Council?—Yes.

32955. And are you appointed by the Council to give evidence that they thought would be for the general advantage of the district?—Well, I think that the Council generally is of the opinion that in any evidence that I tender here to-day I will be giving at least the concensus of opinion that is formed by my brother councillors.

32956. You have no resolution of theirs in regard to your giving evidence on their behalf?—Nothing except the verbal statement. I should say, with your permission, that our appearance here to-day is in reference to a case more than the ordinary, and if you would be kind enough, I had a statement prepared that with your kind permission I will read, which explains our whole case, which when you have heard you will, I am certain, agree that our grievance is a real one.

32957. You may come to this a little later on, but I think I would rather follow the general line of your evidence in the beginning, and then come back to anything special afterwards?—Yes, but my point is, that what you have before you is merely an abstract of the evidence that I intended to give, and I want to offer our whole evidence.

32958. Make it as short as you can, and you can see for yourself as we go along. If your evidence does not meet your case sufficiently, then if the Commissioners consider that reading your statement is the better way, you can do it?—I am in your hands.

32959. Do you complain of want of railway facilities in your Ballymena Rural District?—We do.

32960. And what district do you consider is badly served for railway accommodation?—Well, the portion with which I am perfectly well acquainted is that lying between Ballymena and Portglenone, also

Mr. William Ervine, Representative of the Ballymena Rural District Council.

The Ballymena district alleged to be insufficiently served by railways.

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Mr. William Ervine, Representative of the Ballymena Rural District Council.

from Carnlough to Ballymena, or in other words, from Carnlough to Portglenone, a distance of about 26 miles. It would connect the sea with the River Bann.

32961. Is that a rich and prosperous district?—In my opinion it is.

32962. Are the farmers all well-to-do?—They are.

The construction of a Light Railway from Carnlough to Portglenone suggested.

32963. And they would be able to turn out more produce if they had railway accommodation?—A great deal. Take the question of lime having to be carted from Carnlough as far as Portglenone and you will see how they are handicapped, also they have a creamery in Ahoghill, which is owned by a combination of farmers, and it costs them for carriage of goods about £250 yearly. In this and a great many other respects they are badly off for railway facilities.

32964. Was there any question of a railway in this district that you speak of?—Yes.

32965. Who proposed to build a railway there?—I think it was Mr. James Chaine who was the original promoter of the scheme. He is deceased.

32966. And did he propose to build that out of private funds or on the basis of a baronial guarantee?—I think it was a company.

32967. He did not call upon the farmers of the district to guarantee anything towards it?—Not in the first instance. Of course some of them subscribed their names to be shareholders of the undertaking.

32968. That showed that they believed it would be a commercial success?—Most decidedly.

The district to be served, and the prospect of traffic.

32969. Now, that district that you have spoken of is one. Is there any other district that your Council want you to mention?—The portion lying between Carnlough and Ballymena; but I may add that the suggested branch from Ballymena to Portglenone is a continuation of one and the same.

32970. And you speak from your own knowledge when you say that the line from Ballymena to Carnlough would be a prosperous line, and would not require a barony guarantee in any way?—In my opinion it would not.

32971. Is that because of the iron ore in the district?—Yes, and the other industries, the one that is at present in existence and the others that would spring up immediately.

32972. In addition to that is Carnlough itself a rising little village for tourist traffic?—It is making desperate endeavours to go that way, but it is completely handicapped for want of a railway.

32973. If a railway was brought to the place it would spring very quickly into a seaside resort, and do you think it would pay?—Yes; there is no doubt of it.

The want of railway communication hitherto has prevented the industrial development of Ahoghill and Portglenone.

32974. Now, have you one or two villages in the district which you think are falling back and not having a little factory for the want of this railway accommodation?—Two in particular, Ahoghill and Portglenone. The population of Ahoghill has declined from about 1,000 in 1881 to 600 in 1901, and the districts in about the same proportion.

32975. And these two villages you think would turn into manufacturing places, provided they had railway accommodation?—There is no doubt about it. Several times the building of factories was thought of, but after taking the cost of transit by carts into consideration the projects were always abandoned.

32976. Have you any factory now in them?—We have not. We have nothing but a creamery in Ahoghill and a creamery at Portglenone, which is now worked by steam power.

32977. Have you any idea of how to get the line?—Not the slightest, but we have so much confidence in the wisdom of this Commission that we believe they will be able to devise some scheme to take us out of this difficulty.

The construction of the line by the Midland Company to be suggested by the Commission.

32978. I think your Council had such confidence in the Midland Railway Company that you thought they might make it?—We are not so sure of that We never approached them.

32979. You have not?—No, but we think your Commission might influence them to make a line, as they are largely responsible for our backward condition in this respect owing to their opposition to the proposed railway in 1880.

The financial success of the undertaking anticipated.

32980. But if you consider that it would pay would it not be to their interest to do it?—I don't think they ever gave it their attention. I am certain if they would go into the whole matter they should find that it would be a financial success. The trade of Lisnafillea Bleaching Co., Ltd., midway between Ballymena and Ahoghill, which has nine horses carting daily (about 12,000 tons passing over the roads yearly), would mean a revenue in itself of over £600. Then there is passenger traffic to the number of 22,000 yearly on a safe calculation, also the creamery in Ahoghill, which costs the company £256 yearly for carriage of their goods, besides traffic in all other lines, viz., coal, timber, provisions, etc., which a prosperous district requires. This would mean many thousand tons more. I believe the Midland Railway Company will be standing in their own light if they don't take the hint and agree to make a railway line, or, if not, a tramway of some sort.

32981. And so you have great faith in this Commission doing something?—Yes.

32982. And on what lines had you it in your mind that they might do something?—Well, they might use their influence with the railway companies to make use of their savings and to cater for the people.

32983. You do not want it done in any way by an application to the Treasury for a free grant?—Well, we would take it that way, and I am certain it would be a great deal better spent here than in some other districts in Ireland which have got light railways through Treasury grants, for I believe it is a mistake to spend money except in districts where it is certain there would be no charge on the local rates. In my opinion a line here would pay itself.

Examined by Mr. Sexton.

32984. I think the full length of the line, Mr. Ervine, which you desire to have is about twenty-six miles?—Yes, twenty-six miles.

32985. From the seaside place, Carnlough into Portglenone?—Yes, sir; it would connect the sea with the River Bann.

32986. I understand that it could be made along the roadway?—I believe it could; most of the way.

32987. I think there is a main road all the way?—There is, and a good road.

32988. And if it were constructed along the road in the form of a tramway, it could be provided for, I suppose, about £100,000?—I am sure it could.

32989. That seems no great sum for the development of a district which seems to be, for Ireland, singularly well provided with industries. It has more industries than are usual in Ireland?—Not in the portion that I represent.

32990. I believe there are more industries existing or possible there than in most other parts of Ireland?—Yes. One reason I tell you. The hand-loom operatives that have been deprived of earning their livelihood in this place would be available. Provided there were facilities, a weaving factory, or something of that sort, could be established.

32991. And the district is one capable of special development, but the want of a line keeps it back?—Yes.

32992. There is an iron ore industry at present?—Yes, sir.

32993. For export?—Yes, sir.

32994. You have 100 tons a week carried along your road by traction engine?—Almost daily.

32995. Carried along the road by traction engine, to the injury of the road?—Yes.

32996. And at the expense of the ratepayers?—Tremendous expense. I have it on good authority that the amount that should be saved in the upkeep of the roads would go a long way, if not altogether, to pay the ordinary rate of interest on a loan for the making of a line.

32997. Was it the Great Northern Company that prevented you from having this line?—I believe it was the Northern Counties, which is now merged with the Midland Railway of England.

32998. When your Bill was before Parliament they insisted that, although you wanted to have a narrow gauge line, the bed of the line and the bridges should be wide enough for broad gauge transport?—Yes.

32999. That would have been so expensive that it prevented the construction of the line?—Yes.

33000. You have in the east a watering place which is also a shipping port?—Yes.

33001. You have tourist traffic; you have iron ore; you have a woollen mill, and, owing to the prevalence of the hand-loom industry in the district at one time, you have a supply of operatives, who would be available in the case of any development?—Yes.

33002. Well, I suppose, if capitalists thought this line would pay it would have been made before now?—I dare say; but I believe that, if they don't see

their way to step in, I see no reason why the country should be kept in an unprogressive state of that kind. I do not believe that a country should be allowed to go to desolation and ruin till such time as capitalists thought that an investment of money in a certain direction would yield them a profitable return.

33003. I fear that, until we are allowed to look more after our own affairs in Ireland, we will have a good many causes of complaint?—That is what I believe.

33004. Now, do you think it is a good system that every district should be left to provide for itself, importuning secretaries and ministers and officials, and soliciting grants, and then the district to come under a special burden because of the construction of a line. Is that a good system?—Very bad, in my opinion.

33005. Would it not be a great improvement if there were some general authority that would survey the needs of the country as a whole, and, where they found that the circumstances of a district warranted the construction of a line, would make the line in the public interest, and wait for profits, without laying taxation on the district?—Yes, that is my opinion, and I believe that the time has arrived that the only solution of all the different evils as regards railway management and accommodation in all the various directions, is the nationalisation of the railways.

33006. Under an Irish authority?—Under an Irish authority; and I am authorised by the Council to make that statement here to-day.

33007. And I may tell you that I think that is the way you will get your line, and in no other way.

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Mr. William Ervine, Representative of the Ballymena Rural District Council.

The nationalisation of the railways, and their control by an Irish authority advocated.

Examined by Colonel Hutcheson Poë.

33008. Did I understand you to say that the daily output of ore there is 100 tons?—I am not in a position to give the exact figures, but the witness that will follow me has the figures from the company themselves, so that, if you will kindly wait, he will be able to put the figures before you.

Mr. Robert Gregg examined by Lord Pirrie (in the Chair).

33009. You are representing Ballymena Rural District Council?—Yes.

33010. That is the Council the previous witness also represented?—Yes.

33011. You are appointed, as he was, to come and give evidence as near as possible to what you consider the feeling of your colleagues on the Council?—Yes; I am one of a deputation of three.

33012. Coming here?—Yes, from the Ballymena Rural District Council.

33013. You have been in the room and heard the evidence that the previous witness gave?—Yes.

33014. And you agree with all he said, do you?—Yes. Mr. Ervine represents one end of the line. He is thoroughly acquainted with the needs of the district which he represents.

33015. That is Portglenone?—And Ahoghill, to Ballymena. And another witness I hear will come here, who will take up the end of the line from Ahoghill to Portglenone. I am supposed to represent the portion of the country from Ballymena to Carnlough.

33016. *Mr. Sexton.*—The eastern side?—No. The other side of Ballymena.

33017. *Lord Pirrie.*—The general views that he gave us you agree with?—Yes; I cordially support them.

33018. Now, as regards from Ballymena to the Carnlough district, you consider that the line would practically pay for its working once it was made?—Well, I do not know any reason why it should not.

33019. I mean as regards traffic?—There is a very large iron ore traffic, and that has been for the last ten years. We have at the present time one traction engine carrying two loads every day, and two motors carrying three loads each every day, over six miles of the road. The iron ore traffic varied more or less. Sometimes we would have six loads of traction engine traffic in a day, and at other times only two.

33020. Is it at the cost of the county that that road is kept up?—At the cost of the county, and the expenditure on one portion of the road has increased forty per cent. since the traffic commenced.

33021. The company have not to pay anything towards the keeping up of the road?—Nothing whatever. It falls on the ratepayers.

33022. And therefore one advantage from a railway in the district would be a saving to the ratepayers in regard to upkeep of the road?—Yes. I can give you the figures of the upkeep of the road per mile for the year 1896-7 and the year 1906-7. In the former year it was £60 a mile. For the last year it was £100 per mile.

33023. Are you keeping your roads up generally in the County Antrim and that district very much better than twenty years ago?—I do not think so. Some of the road was in a most deplorable state owing to the engine traffic, and we had to repair it at enormous expense.

33024. Are the other public roads in the County Antrim improving?—They are improving slightly.

33025. And you believe the village of Carnlough although in any case an attractive village, would, if you had railway traffic, become of great advantage to the people round about?—I think so. It is a rather pretty seaside resort, the village of Carnlough, but there is no accessible way of getting to it only by car, an Irish jaunting car, or brakes from Larne. There is a dock there or harbour, for transit of limestone across the water, and for bringing in coals. I wrote to the manager of the Carnlough Lime Company, and if you like I will read you his letter.

Mr. Robert Gregg, Representative of the Ballymena Rural District Council.

The tourist traffic and lime industry of Carnlough capable of great development.

33026. What does he refer to?—The amount of lime and coal carted from his works annually at present is about 3,000 tons, but would probably be ten times this amount if a light railway or tramway were constructed. (This does not include his cross-Channel trade). The amount of hands employed is about 200; annual wages from £7,000 to £8,000.

33027. In Carnlough?—Yes.

33028. But how would that affect the railway?—He would send the lime by the light railway. The lime from Carnlough would come inland to Ballymena, and as far as Portglenone.

33029. You mean instead of being carted?—I mean instead of being carted, the lime would come by rail, and also the cost of carriage would be much less, and the farmers would have a saving in the railway carriage and a shorter distance to cart from the railway to their farms.

33030. You consider that there would be a very large lime traffic over the line proposed?—Lime and coal.

33031. The coal, instead of going by Larne, would, I suppose, go direct through Carnlough?—Yes; it is only a distance of sixteen miles from Carnlough to Ballymena.

33032. You say that the district through which that railway would run is a very prosperous agricultural district?—It is entirely agricultural.

The district to be served by the proposed Carnlough and Ballymena line—agricultural and prosperous.

33033. Is there not a certain amount of moorland and heather?—Our road runs through what you would call a glen, with hills on each side, so that the farmers' operations extend both ways, to the north and south for a mile on each side of the road. There is a very short distance of heather, about a mile of it, about five miles out of Carnlough.

33034. Why did the Antrim Company take away the iron ore railway after laying the rails down. I think the Commission would like to know why, if there was an alteration?—There never was a railway there. It was at the other end of the Glenarriff railway. There was a railway from Parkmore to Red Bay, and it did not exactly connect with Parkmore.

The abandonment of the Parkmore and Red Bay railway.

33035. Why was that railway taken up?—I will just give you the facts. The company that worked those mines and constructed that railway failed. They owed some ground rent to Lord Antrim and I am informed he distrained for rent and took the railway in part payment, and it was by his instructions the railway was torn up.

Railway torn up by landlord who distrained for rent.

33036. In your opinion why?—I would not say that was part of the present iron ore industry at all. That part that you want to connect has better ore than the part that the old railway was on. We have a better class of ore here. It is richer in iron and a very much

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Mr. Robert Gregg, Representative of the Ballymena Rural District Council.

Proposed line from the iron ore mines to Carnlough.

better class of ore than what they could ship from Glenarm.

33037. The place that you want to connect has better ore than the place where the old railway was?—We have a better class of ore. It is richer in iron and a much better class of ore than they ship from Glenarm.

33038. That is all I want to get of the evidence—that the old line was for ore that had a very much smaller percentage of iron and the ore in your district is much better?—At the present time the iron ore traffic is coming six miles into Ballymena—fully six miles—and it is taken by rail thirty miles into Belfast.

33039. Or into Larne?—And into Larne. If we had a railway from the mine to Carnlough—it would be only ten miles, and there would be no load to change. This has all to be handled and lifted into the train wagons by manual labour.

Examined by Colonel Hutcheson Poë.

33040. I understand you to say that your output is 30,000 tons of ore in the year—100 tons a day?—I approached the "captain" of the iron ore mines a fortnight ago, and he had only two motor engines then, and he said their output was fifty tons a day.

33041. I think you spoke of 100 tons a day?—100 tons.

33042. That would be 30,000 tons in the year?—In order to be correct, you may put it at 50 to 100 tons a day.

Yearly output of the mines.

33043. Then it would be, roughly, 15,000 to 20,000 tons a year?—Yes.

33044. What do you pay for the cost of transit of the ore to Ballymena?—Of the ore.

33045. Of the ore?—The traction engines belong to the Antrim Iron Ore Company.

The ore now carted to Ballymena.

33046. But it costs something?—I expect about 1*s.* 6*d.* per ton—perhaps it might 1*s.* a ton. The information I could give you is of former years, twenty years ago, when it was carted, and it was taken by horses and carted, and the price paid then was 2*s.* 6*d.* a ton. They are carrying it for a good deal less by traction engine.

Cost of cartage.

33047. That would be anything you like from £750 to £1,000 a year for cost of transit under existing circumstances to Ballymena?—Yes.

33048. In addition to that cost, you say that the extra expense for the upkeep of roads comes to about £40 a mile for the six miles, or not less than, say, £250 a year—the additional cost owing to the heavy traffic on the roads entails a levy of £250 a year over and above what they would otherwise cost?—I have it in writing from the County Surveyor, that the average cost at the time I spoke of, 1895-6-7, was £60 a mile, and in 1906-7 it was £100 per mile.

33049. In other words, a distance of six miles costs £250 a year, so that the total saving which would be effected if the Iron Ore Company traffic went by rail would be at least £1,000 to £1,500 a year?—That is my own estimate.

33050. And on a larger estimate, if there was an increase in the output, it would be considerably more than that. We will assume that it would be, at any rate, a saving of £1,500 a year, on the lowest computation. The cost of the railway would be, roughly, £100,000, and to meet the dividend of 3 per cent. would involve, perhaps, £3,000 a year. Towards that you have—if your figures are at all correct—you have at once some £1,500 a year, at the lowest computation, to meet the expenditure on that capital outlay. Would not that be so?—I presume your figures are correct.

The saving in road maintenance if line were made sufficient for half interest on cost of construction.

33051. Roughly speaking, I think you will find they are. You would have at least £1,500 a year for interest on the capital cost of construction, and if your output was developed you would probably have sufficient to pay the full interest on the capital cost of construction. Under those circumstances, I suppose you consider there would be no very great risk involved on the Treasury if they were to make a grant of money for the construction of such a line?—Personally, I would be prepared to invest up to £1,000 in the railway with a guarantee of 4 per cent. from the county.

33052. We have heard a good deal about districts being opposed to any further guarantee owing to the heavy levies which have been, unfortunately, entailed, and we have had evidence there would be a disinclination on the part of County Councils and others to undertake any further liability. Do you think that would hold good in your particular district, or would the county be prepared to do something?—I do not know the mind of the County Council, but I consider that it would be good policy in saving on the part of the Rural District Council. This railway is entirely, with the exception of four miles, in the Ballymena rural district, and at the present time it is costing the Rural District and Urban Council of Ballymena £1,500 a year in the upkeep of the roads on account of iron ore traffic, and I am of opinion it would be a good policy to guarantee £1,000 a year and save £500 a year.

33053. That is rather more than I think you would save. Assuming the county would not be prepared to join the guarantee, there would be no great risk on the part of the Treasury in advancing the sum of money necessary to construct such a line?—Ultimately, I am of opinion that the railway would pay. With a light tramway or railway constructed along the county road, I think the amount of money spent in constructing the railway would be very small in comparison with the benefit that would accrue from it to the district.

33054. You spoke of the Eglington Chemical Company as being a company that was shipping also?—They are at Glenarm.

33055. What do they ship?—Limestone, whitening, coal, and blackstone.

33056. I suppose that both that company and the Iron Ore Company have to import a considerable amount of coal?—Yes.

33057. Does it come by sea?—It comes by sea. They have a dock or harbour at Glenarm.

33058. In the event of a railway being made, do you expect any portion of the coal would come in by the railway?—From Ballymena?

33059. Supposing there was a railway from Ballymena to Carnlough, would any portion of the imported traffic which now comes by sea come by rail?—It would come by sea to Carnlough and Glenarm, and then by rail inland.

33060. I was wondering whether in addition to the traffic inland to Ballymena you would get any additional traffic outward to Carnlough by rail?—We expect there would be additional traffic to Carnlough by the railway, because we have three factories on the road—woollen factories—between Ballymena and Carnlough, we have three sets of dyeing and finishing companies about Broughshane and that district. There are about 5,470 tons of goods come from Ballymena to Carnlough by carts.

33061. So that all that traffic would go to swell the earnings on the railway?—Naturally.

33062. In addition to the earnings we have already discussed—the earnings from traffic of ore—it would get the traffic out in the other direction?—Yes.

33062A. I think that is all.

Examined by Mr. Acworth.

33063. Mr. Gregg, you are a member of the Rural District Council?—Yes, sir.

33064. And your Council are, I take it, the authority for the roads—you manage the roads?—Yes. The Rural District Council have the control of the roads.

33065. Do I understand that in Ireland you have not got the same law that we have in England, where in cases of what is called "extraordinary traffic," such as the haulage by traction engines, the users of the road are made to pay a special amount?—We have not got the same law.

33066. *Lord Pirrie.*—That does not extend to Ireland?—It does not at all.

33067. *Mr. Acworth.*—In your view it would be a reasonable thing that it should be done?—I think it should be. I think that the party who got the benefit from the road should contribute towards the upkeep in proportion to the damage done to the roads.

33068. But even apart from that question, you would like to get the traffic off the roads on to the railway?—Yes.

33069. About the railway—Antrim is not exactly a congested district?—Antrim?

33070. Yes. It is a pretty prosperous part of Ireland?—We would like to be called that sometimes. We would like to be called an industrious people.

Our prosperity is not nearly so good as we would like it to be.

33071. It is not a poor part of Ireland?—There are worse parts.

33072. And there are less prosperous towns than Ballymena?—Yes, but we attribute a good deal of that to the energy and push and pluck of the people who live around there.

33073. I do not doubt it for a moment, and your statement is, such is the energy of the people that they have enough traffic to make the railway pay?—That is my opinion.

33074. Or to come something like paying?—Yes.

33075. In that condition of affairs, with a prosperous population and a good prospect of traffic, how do you propose that the money should be found?—Well, my own idea was that the County Council should be approached to grant a free bottom and let the railway run alongside the road.

33076. Along the county road?—Yes.

33077. That would be a very large contribution by the district to the making of the railway?—Yes.

33078. Is the road wide enough and flat enough?—The gradients of the road are fairly good.

33079. *Colonel Hutcheson Poë.*—The width?—At my place, which is on the road, it is thirty feet wide, clear of the foot-path. It is not all that width, but in order to get over the difficulty I would remove one of the county fences——

33080. *Mr. Acworth*—Put the fence back?—Remove the fence and plant a ground set hedge and a substantial paling, and by the time the paling would be done the hedge would be up, and nobody would lose anything, and the road would be wide enough to construct the railway or tramway.

33081. You suggest that the County Council should give the ground gratis?—Yes; I am persuaded the Council would.

33082. That would be a valuable contribution, clearly. There is no land to pay for, and the whole of the rest of it should be done for £3,000 a mile, or something of that sort?—I have no idea.

33083. It should cost some figure of that kind. How do you suggest the money may be found?—I do not really know. I think the Government might borrow money from the Board of Works and advance it to the Rural District or to the County Council, and let them pay back the loan by instalments annually, or some means like this might be devised.

33084. Do you mean to say that you would be prepared to take the risk, if you could borrow the money at 3 per cent. from the Government—that the people in the locality would take the risk of paying interest and working the line themselves?—The Council I represent does not say that, for it has never cropped up how we will get the money, and I do not think I would be justified in making a suggestion as to anything, but that is my own view.

33085. Clearly. I am glad you stated that, so that there would be no misunderstanding. What is your own view?—My own view is that I would like very well to see a railway, and a guarantee given by the County Council to the shareholders, and by doing so I am of opinion that there would be a saving to the ratepayers, and if there could be any better means devised, I can assure you, whereby the money could come easier, and there would be no loss to the ratepayers, I would be very pleased.

33086. I do not want to pin you to details, but I understand your view is that it would be worth while to Ballymena people to take the risk and give some guarantee?—It would be a saving, in my opinion.

33087. You have got there the Midland Railway of England?—Yes. The Northern Counties Committee.

33088. Have you ever approached them and asked them "If we give a guarantee, will you make the line?"—We have not. I understand that there was a railway in contemplation to the village of Broughshane, and it was largely owing to the opposition of the Belfast and Northern Counties Railway that the matter fell through.

33089. Is that half-way to the coast?—Yes.

Mr. Ervine (the previous Witness).—If I might make a remark. A resolution did go from the Rural Council to the Midland Railway Company, and it is pending. It is to come before the directors, and we had no further intimation about it.

Mr. Croker Barrington, Solr.—Will you give us the date?

Witness—At the time the first resolution was sent forward to the Vice-Regal Commission here.

33090. *Mr. Acworth.*—You have actually approached them?—They have got intimation of the County scheme, in other words.

33091. I do not follow?—They have got intimation that the County or District Council was moving in that direction.

33092. Have you asked them to make the railway?—We only passed a resolution and sent a copy of the resolution passed. I think that was all.

33093. And the resolution was that a railway was wanted?—That we wanted a railway.

Mr. Croker Barrington, Solr.—Anything about a guarantee.

33094. *Mr. Acworth.*—That is what I was going to ask. You did not suggest it in the resolution?—No, sir. It is my own suggestion. I gave you to understand I had no authority to make it for the county.

33095. In the communication you made to the Midland Railway Company there was no suggestion that the district was prepared to do anything in the way of guarantee?—None whatever.

33096. It would make a good deal of difference in the way the company would look at it, and in your view it would be reasonable and good business for you to put your hands in your pockets to some extent?—If the upkeep of the road is costing the ratepayers from £900 to £1,500 a year extra, I consider it would be good financial policy to subscribe, say, £900 instead of £1,500.

33097. *Colonel Hutcheson Poë.*—There must be some mistake. The road traffic is not costing that much additional. Your evidence is that it made a difference of £40. It was £60 a mile, and now it is £100, and that would be £240 a year. It is not £900. Of course you have to keep the road in any case?—The Urban District of Ballymena is at a great expense, for the traffic has to be carried through the streets.

33098. *Lord Pirrie.*—And the same with Glenarm?—Yes.

33099. *Mr. Acworth.*—That is the position. I think you would agree with me that whatever claim a very poor district might have for a free grant, there would not be the same claim for a place like Ballymena for an out-and-out grant?—We think that an industrious people and an industrious district have a right to some recognition.

33100. Certainly?—And they ought to get some encouragement to go on and prosper and improve their position if possible.

33101. But, at the same time, you are not in a position to ask for the whole thing free?—We would be very pleased to get it free.

33101A. Thank you.

Examined by Mr. Sexton.

33102. Even if you had got power to charge the Antrim Iron Ore Company for the use of the road, that might make the company poorer, but would not give you the railway?—It would not, sir.

33103. You are confident that ultimately the line would pay?—That is my own opinion. I cannot see why it should not pay, knowing the district and the requirements of it, and the amount of wealth and minerals that is lying hidden up in the mountainous district, and has no transport but traction engines and carts for six miles to the station. The Antrim Iron Ore Company, as a company, are handicapped with the amount of money they have to pay for transporting their minerals; to get them made into iron, and if we had better facilities they would certainly develop the industry and be able to pay better wages, and bring back the people into the rural districts, and stop the flow of people into the cities and urban districts, and the country districts would, I think, become more prosperous if we had more industries placed out through them.

33104. Pending the time when it would become lucrative, it would have to pass through a period of time in which it might not pay?—It might.

33105. Do you happen to know anything about the financial results of the guaranteed lines under the Act of 1883?—I do not.

33106. When I tell you that out of twenty-two of them, about half of them lose in the working expenses, and all of them, except one, entail a levy on the district, you will understand that there is a certain dis-

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Mr. Robert Gregg, Representative of the Ballymena Rural District Council.

Resolution of the Ballymena Rural District Council as to the construction of the Ballymena and Carnlough railway forwarded to the Midland Railway (Northern Counties Committee).

The excessive cost of road maintenance.

Anticipated financial success of the Ballymena and Carnlough line if constructed.

The lines constructed under the Act of 1883—Financial results

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Mr. Robert Gregg, Representative of the Ballymena Rural District Council.

The proposed line from Ballymena to Carnlough.

inclination on the part of ratepayers to incur fresh liabilities?—Naturally enough there would be, sir.

33107. Suppose this line costs £100,000, that would, if raised by private capital, call for a dividend of, say, £5,000 a year?—Yes.

33108. Your ratepayers might be willing, perhaps, in association with the Treasury, to face their share of £5,000 a year; but then there is the difficult question of working expenses. Your ratepayers might be willing to face the financial risk of meeting a part of the fixed charge on the capital, but they might be very unwilling to face the unmeasured risk in relation to deficiency of working expenses. Is not that so?—Well, it would be natural enough that they might.

33109. You see, the Treasury never guarantee working expenses. It makes a contribution to dividends, but it never guaranteed working expenses, so that if there was a loss for some years through excess of the working expenses over the receipts, that loss would fall entirely on the ratepayers?—Yes.

The position of the guarantors as regards loss from working expenses.

33110. That justifies a certain hesitation on their part?—Yes. Excuse me—I do not see why there should be any extra expense in working the line. The district is not mountainous.

33111. I am not now on the question of extra expense—but in addition to the interest on the capital, the ordinary working expenses of the line might for some years exceeds the receipts. The Treasury would not help you in that. It would fall entirely on the district?—I am sure the ratepayers would agree to whatever was reasonable.

Unification of the Irish railways under public control advocated.

33111A. I should like to ask you this, Mr. Gregg—do you think it reasonable or right, in this twentieth century, with the example of so many countries before us, that districts should be left, in this matter of transit, to depend upon their own exertions?—I think it should be a National question.

33112. Do you think the time has come when the railway system should be regarded as a whole, and lines should be provided in the order of their urgency, providing there is a fair prospect of development, without making each particular district bear the burden?—That is my idea. The time has arrived, and I think it is quite time something should be done for the people of Ireland.

33113. It has arrived, long ago, in several other countries, and I think you think it has now arrived even for Ireland?—Yes. I was through Belgium and Holland on a short tour, and I understand the railways are nationalised there, and the railway service is very good.

33114. Well, now, here is this extensive County of Antrim, the railways run North and South, and you want accommodation from East to West. At present the railways do not provide it?—We have nothing going from East to West.

33115. You have piers and docks at two of these coast places?—Yes.

33116. And two shipping companies trading under difficulties?—Yes.

33117. A line constructed in the district would stimulate, undoubtedly, both the agricultural and manufacturing output?—There is no doubt of it.

33118. Considering that the Imperial Government raises a heavy revenue in Ireland, and that Ireland is now, owing to Land Purchase, becoming the principal debtor to the Imperial Government, do not you think the Imperial Government has a great interest in the development of the country?—Most assuredly.

33119. Do not you think that Ireland, as a whole, is interested in the development of County Antrim, as well as of County Kerry?—It ought to be. I think the needs of every part should be considered by the people of Ireland.

33120. Do not you consider that the people of Ireland would regard the needs of Antrim as well as other parts of the country?—We are all, more or less, selfish.

33121. But we are gradually acquiring wider views?—That is so.

Mr. Julius M'Connell examined by Lord Pirrie (*in the Chair*).

Mr. Julius M'Connell, Representative of the Newtownards Board of Guardians and Rural District Council.

33122. What district do you come from?—Newtownards.

33123. Board of Guardians?—Yes.

33124. Are you also representing the Rural District Council?—Yes.

33125. That is a district in County Down?—Yes.

33126. In giving evidence you are practically following one of the members of the County Council, Colonel Crawford?—Yes; I understand he gave evidence.

33127. You did not read his evidence?—Yes, I did.

33128. The district you came from, or represent, is served by the County Down Railway Company?—Yes.

Witness's evidence as furnished in proof sanctioned by the Rural Council

33129. Has the evidence that you propose to give been before the Guardians or Rural Council, or are you only giving it at their request, in what you believe to be their views?—This evidence before you now was left to the Committee of the Rural Council and the Guardians to look into, and they reported to the full Board, and the Board unanimously agreed that we should come and give evidence. It was sanctioned by the Board.

33130. As I understand, the evidence you propose to give has been sanctioned?—Sanctioned.

33131. That makes it stronger than if it were your own individually. You have certain complaints to make, I understand, as regards the stone traffic?—Yes.

33132. To begin with, you believe you have the best stone in the country?—We think we have.

33133. You are sure of that?—We are practically sure of it.

Proposed uniform mileage rate for road material.

33134. What is the complaint about that traffic?—No uniformity of charges.

33135. What do you mean by no uniformity? You do not mean to say that they charge one man one sum, and another man differently?—There is no uniformity as regards distance.

Anomalies in the railway rates for stones.

33136. It is distance you refer to?—Yes. We ship stone from Newtownards to Comber. That is a distance of five miles, which costs 1*s.*; and the cost to Belfast, which is twelve miles, is 1*s.* 3*d.*

33137. Therefore, they take it from Comber to Belfast for 3*d.*?—Yes; and they charge 1*s.* from Ballygowan to Comber; and, owing to the new way of mending the roads, they need thousands of tons; and it is the interest of the contractor, in a great many instances, and I think in the interests of the ratepayers, that this stone should be sent by rail.

33138. I take it you would say that, for the benefit of the district, the railway company should give such rates that the stones would be brought down by the Guardians and the Rural District, by rail, rather than carting them?—Carting them over the road. We want a uniform rate in proportion.

33139. You want rather a sort of mileage rate?—Yes. I will give another instance. Stone from Newtownards to Belfast is 1*s.* 3*d.*, and by the through rate to Holywood, a distance of four miles from Belfast, it is 2*s.* 2*d.*

33140. That is 11*d.* for four miles?—Yes, for four miles. Now, this company will carry sand from Newcastle, a distance of 38½ miles, for 2*s.*

33141. Then, you do not agree with Colonel Crawford, that the charges are fair and reasonable?—I do not, certainly. We will be able to show you that there are better rates into Belfast for stone that we are competing against.

33142. You speak about a through rate. Is that to Holywood?—That is a through rate.

33143. Not with another railway company?—No, with itself. We would contend for a through rate, especially over the Central, to get on the Great Northern Railway.

33144. You do? Have you anything to say about it?—They charge sevenpence per ton—the Central charges sevenpence a ton for carrying road metal over it. It can actually be carted by the contractor, Gill, of Newtownards, for eightpence, so the railway certainly does not shine there.

33145. You mean the Central Railway Company, who have no loading or anything to do, charge sevenpence for going over a distance of what?—I am not sure of the distance.

33146. 1½ miles?—Something like that.

33147. You think it is exorbitant?—It is ridiculous, when you can actually draw it for eightpence.

33148. Has that charge been increased lately, or

was it always that?—I think it was always that. It was reduced a penny I think.

33148A. Have you anything to say about the stones carried for the tramway line from Craigantlet?—There is another little matter I would like to point out.

Mr. Croker Barrington, Solr.—The rate to Holywood is 2*s.*, not 2*s.* 2*d.* The witness inadvertently made a mistake.

33149. *Lord Pirrie.*—From where?

Mr. Moore (Manager, B. and C.D. Railway).—From Newtownards to Holywood.

33149A. *Lord Pirrie.*—I thought it was Ballygowan?

Mr. Moore.—No, Newtownards and Holywood.

33150. *Colonel Hutcheson Poë.*—The through rate?

Mr. Moore.—Yes, the through rate is 2*s.*, not 2*s.* 2*d.*

33150A. *Mr. Acworth.*—Do not call it a through rate, it is a local rate.

33151. *Lord Pirrie.*—It was originally a through rate. The Holywood was a separate line.

Witness.—How long is it reduced?

Mr. Moore.—Upon the application of the trader, Messrs. Gill, several months ago.

33151A. *Lord Pirrie.*—Is it in the rate book?

Mr. Moore.—Yes, some months ago.

33152. *Lord Pirrie.*—Then it is satisfactory?—It is satisfactory, but these others had to pay. It was another contractor who contracted for stone—a large quantity of screenings at the barracks of Holywood. He had to pay the 2*s.* 2*d.* rate.

33152A. While the barracks was being built they had to pay 2*s.* 2*d.*—No. This was only a year ago. It was screenings for the foot walls.

33153. It was a Government contract, and therefore the Government was paying?—Yes.

33153A. It would not make much matter what they paid. Is that it?—We wish to point out, in regard to this, also, that the rate from Newtownards is 1*s.* 3*d.*, and from a siding it is 1*s.* 1*d.*, which is only half a mile distant, and yet there is 2*d.* additional charged. The siding is about half a mile from Newtownards Station, and yet there is 1*s.* 1*d.* from Scrabo, and 1*s.* 3*d.* from Newtownards—2*d.* for half a mile. We believe that is excessive.

33154. You, broadly, think that these little charges prevent the railway company getting more traffic?—Certainly.

33155. We will come to the question of Craigantlet?—Before that I wish to point out that the rate from Whitehead, a distance of fifteen miles, to Belfast, is 1*s.*, and from Toomebridge, a distance of thirty-six miles, is 1*s.* 9*d.*

33156. We are now speaking of another railway. You think the people of County Antrim have a greater advantage?—Better facilities than we have.

33157. That is, an English railway that has come to Ireland, gives greater facilities than the local one?—Yes. I have a letter, I may say, here——

33158. Have not they always been celebrated for cheap rates on that line—the Northern Counties?—I understand that they have.

33159. Therefore we had better deal with your own line?—I think we ought to have equal facilities with County Antrim, and the railway ought to give them. Here is a letter written in 1898 by the late Mr. Gill, on the same subject, and it was written to a shareholder, and he claims in that letter—"I claim that the rate from Whitehead to Belfast is 1*s.*," and he says the rate is excessive to Newtownards.

Mr. Croker Barrington, Solr.—I am prepared to say that there is only one terminal in the Whitehead rate, because it runs into a private siding. He makes the comparison as if it was too low, but the reason is that there is a siding.

33160. *Lord Pirrie.*—That would not get the traffic if it was not lower.

33161. *Mr. Sexton.*—The difference in the rates for conveyance is not so much as it appears to be?—I believe if you contrast the rates with the rate from Newcastle and Dundrum for sand you will see there is no uniformity of rate, and there is no employment given for sand, whereas in road metal there is employment given.

33162. *Lord Pirrie.*—I take it from your general evidence, that you consider road metal in County Down is so good that the railway company can charge whatever it likes?—It is so good that the railway company is using it for ballast over the entire line.

33163. Come to the next point. Take that question of Craigantlet. Does that come by traction engine or by railway?—During the making of the Belfast City Cemetery and the relaying of the Belfast lines for the electric system, there was a big lot of stones taken from this with a little ordinary five-ton lorry, and broke completely—ruined—part of the road, especially about a mile or so of a small road that ran in from the main road into the quarry, and there is about £500 spent on that road.

33164. Was that by the traction engine?—Certainly.

33165. And did the traction engine take the stones direct to the quarry?—To Belfast, and I may state that the road was so bad that the farmers could not market top loads—straw and hay.

Stone traffic conveyed by road traction owing to high railway rates.

33166. Were not you partly to blame for not keeping the roads in order?—It had to run the usual course. You see this was traffic——

33167. When the road is in bad order, is not it your duty to get it put in good order?—It is the County Councils.

33168. You complain that the railway company do not give low rates to increase the traffic by railway instead of by traction engine?—Yes.

33169. We will leave it there. You have already told us of the sand from Dundrum. You consider that the stone traffic should be on the same rates as for the sand traffic?—Certainly.

Complaint as to the rate for coal from Donaghadee to Belfast.

33170. That is what you recommend. You mention an important question which, I think, affects the welfare of Newtownards and your own district—coal. What have you got to complain of about coal—the rates for coal?—Coal is landed at three ports—Belfast, thirteen miles distant, cost of carriage being 1*s.* 3*d.* a ton, or about 1½*d.* per ton per mile; Donaghadee, eight miles distant, cost of carriage 1*s.* 5*d.* a ton, which works out at 2*d.* per ton per mile for the one and 1½*d.* for the other.

33171. Are these the rates for the ordinary five-ton lot or is that the rate with the rebates? Does the rebate still exist in Newtownards for coal traffic?—It would be for a quantity.

33172. Does the rebate still exist for Newtownards?—I am not aware. I understand it is the ordinary rate.

33173. On the rate to Newtownards for 10,000 tons he got so much, on 40,000 tons he got it so much less?—I am not aware of it.

33174. Is that not in the rate-book?—The traders did not mention it to me.

33175. I do not know whether Mr. Barrington would like to answer whether the rates down here are the ordinary rates for five-ton lots, or the rate for large quantities which, some years ago, they gave to Donaghadee if they brought the coal into Donaghadee. If they brought in the coal to Donaghadee they gave a certain rebate.

Mr. Moore.—That was all stopped when the Railway and Canal Traffic Act came into operation—when the revised rates came into operation in 1892.

The rebates given for large consignments of coal between Donaghadee and Newtownards previous to 1892.

Mr. Croker Barrington, Solr.—The Act was 1888, and applied from 1892.

Mr. Moore.—There has been no rebate given on our line to anyone.

33176. *Lord Pirrie.*—There was a rebate given to encourage traffic from Donaghadee?—We do not do anything of the kind now.

33177. *Mr. Acworth.*—Are there no rates for larger consignments than these?—Not for coal traffic. Of course we have ten-ton lots for grain stuff.

33178. *Lord Pirrie.*—You had, on that line, some years ago, a special rebate when there was a quantity—20,000, 30,000, and 40,000 tons—especially given for the benefit of Newtownards manufacturers.

Mr. Moore.—We never give any now.

33178A. *Lord Pirrie.*—I only want to get the rate.

Mr. Moore.—I wish to point out——

Witness.—Donaghadee is a free port, and neither Bangor nor Belfast is free, consequently a manufacturer in Newtownards, from an economic point of view, should take the coal supply from Donaghadee. Why, then, is the rate 2*d.* per ton, whereas Belfast is only 1½*d.* per ton per mile.

Complaint as to excessive potato rates

33179. *Lord Pirrie.*—You have the two terminals in both rates?—The cost of potatoes from Donaghadee to Belfast, for five-ton lots, is 2*s.* 6*d.*, and from Newtownards to Belfast it is 2*s.*, and therefore the cost from Donaghadee to Newtownards should be 6*d.* per ton.

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33180. Should be. That is, we should like it to be?—Should be 6*d*. Why then is coal charged 1*s*. 5*d*. per ton?

33181. That is what you would like to see it?—There is one thing with regard to this I would like to point out. Whereas we are situated four miles from Bangor, and it is not a free port, there are, at least, fifteen or twenty horses drawing coal from Bangor to Newtownards every day, and further, there is a Newtownards coal merchant who has horses and who draws not only to Newtownards but to Comber.

33182. All your evidence goes to show that the carriage by railway in County Down is very great compared with the road?—It goes to show that the railway company, if they were doing their duty to the people, would be able to beat horse and traction before this time.

Coal from Bangor to Newtownards carried by road owing to high railway rates.

33183. We had it in evidence yesterday that of the ordinary goods to Newtownards—grocery goods, meal and flour—70 per cent. goes by cart, but we understood that the greater part of the coal for Newtownards came by rail. Your evidence to-day is that large quantities came direct from Bangor by cart?—At least fifteen or twenty horses are drawing every day.

33184. Would you say that half goes by cart?—I would not.

33185. Say, a third or a fourth?—A third or a fourth.

33186. *Mr. Sexton.*—Is it your point that the railway company discriminates against Donaghadee, and deprives Newtownards of the advantage of that port?—We hold that they discriminate against the local coal merchant. If they were Belfast and Bangor merchants would not be able to compete with Newtownards.

33187. They are depriving you of the advantage you ought to have of having a free port in Donaghadee?—The free port of Donaghadee.

Suggested reduction in the coal rate Donaghadee to Newtownards.

33188. *Lord Pirrie.*—In the old days, some years ago, they gave a special rebate on the traffic from Donaghadee, for the sake of assisting the Newtownards manufacturer, and you think this should be continued?—We do.

Mr. Croker Barrington, Solr.—It would be illegal—an undue preference.

Complaints to the rate for manure Belfast to Groomsport-road.

33189. *Lord Pirrie.*—Now, take this question of artificial manures. Have you anything special to say about it?—The cost of carriage from Belfast to Groomsport-road Station was found to be prohibitive. I am speaking of the rate, to Sixroadends is 2*s*. 9*d*. per ton, whereas the rate to Donaghadee is 2*s*. 6*d*. a ton, for four miles further. To Groomsport-road is nearly five miles nearer, and the rate is 2*s*. 9*d*.

33190. That is only 3*d*. a ton for three miles?—They charge 3*d*. more; but they take it to Donaghadee cheaper than to Sixroadends.

33191. Donaghadee is a seaport, and it has sea traffic?—Yes; but we hold the railway company should do something for Groomsport-road.

33192. You take the view of nearly all the other witnesses, that, even where there is sea competition, inland places should not pay more than the ports?—Certainly

33193. *Mr. Sexton.*—That the difference is too great?—The difference is too great. It is simply ridiculous. There is one agent who buys bone manure, and he has some shipped at his own homestead, at Sixroadends, and the same manure, shipped to Donaghadee. Is not it ridiculous that the stuff sent to Donaghadee is 3*d*. a ton cheaper?

The traffic conveyed by road at a cheaper rate.

33194. *Lord Pirrie.*—I agree there is a great deal in that, but then it is due to competition by sea. Have you anything to say as regards the rate for coal?—There is another thing. He can have them delivered by traction engine at about 1*s*. 9*d*. a ton cheaper than by rail.

33195. *Mr. Acworth.*—From Belfast?—Yes.

33196. *Lord Pirrie.*—Well, he has it that way. All you complain of is the railway company not meeting the farmers?—That is it.

33197. You cannot put it stronger than you have done?—The traction engine delivers it at 1*s*. 9*d*. a ton less—1*s*. collection, 1*s*. delivery, works out at 4*s*. 9*d*.

33198. *Mr. Acworth.*—Let us get it right on the notes. 4*s*. 9*d* is the total railway rate?—The total railway rate, whereas the traction engine will collect and deliver it to the farmer at 3*s*.

Injury caused to road by traction engine employed in the work.

33199. *Lord Pirrie.*—You do not complain of the traction rate?—We complain of the engine ruining the roads.

33200. Your view is to get the traction engine off the road?—Yes; especially the little district roads. The main roads are not so bad.

33201. *Mr. Acworth.*—For the ratepayers?—For the ratepayers.

33202. *Mr. Sexton.*—You prefer to send by rail?—Yes.

33203. *Lord Pirrie.*—We will leave it. You have made it clear. Take cattle traffic. Have you anything to say with regard to cattle?—We believe the rates are excessive.

33204. Have they been raised?—Yes.

33205. Lately?—Yes.

33206. Has your Council protested?—No.

33207. Have the farmers protested?—Sure there is no use in protesting against a railway company.

33208. You have heard from Mr. Acworth that the railway companies cannot raise the rates without justifying the increase before the permanent Railway Commission if the senders object. Have you taken any exception to their raising the rates?—We have made several overtures in days gone by.

33209. You have not taken exception to them?—Not collectively, but individually we have.

33210. Have you the rates from Comber?—From Newtownards, formerly a wagon, for eight or nine cattle, cost 9*s*. from Newtownards.

Mr. Croker Barrington, Solicitor.—To where?—Belfast.

33211. When was that?—Within the last few years. That has been raised to 10*s*. per wagon.

33212. *Lord Pirrie.*—That is what you complain of?—Yes.

Mr. Croker Barrington, Solicitor.—Could he give us the date—was it before the scale was altered?—(*Witness.*)—I am sorry I cannot; but a gentleman that was in the habit of shipping for years brought this matter before me. (*To Mr. Barrington*).

33213. *Lord Pirrie.*—You could easily look it up. You know whether you have raised them.

Mr. Croker Barrington, Solicitor.—My information is that they have not been raised. It may be that the scale was revised in 1888. I negotiated with Mr. Field, and Mr. Tatlow and Mr. Robinson.

33214. *Lord Pirrie.*—He says the rate was raised.

Mr. Croker Barrington, Solicitor.—When was it?—(*Witness.*)—We say formerly.

"Formerly" is vague?—(*Witness.*)—We complain that half a wagon costs 7*s*., and the cost for one animal is 4*s*. 5*d*.—eight cattle for 9*s*. and one for 4*s*. 5*d*.—it is certainly not for the benefit of the small farmer.

33215. *Lord Pirrie.*—You think it is injurious?—Yes. And, further, in regard to sheep—50 sheep may be shipped in a wagon, costing 10*s*., but only fifteen sheep are allowed in a half wagon, at a cost of 7*s*.

33216. What is that?—Only fifteen sheep are allowed in the half wagon.

33217. I think you must be wrong in that?—Why?

33218. If a whole wagon carries fifty?—That is my information.

Mr. Moore.—At certain periods of the year twenty are allowed for half a wagon.

33219. *Lord Pirrie.*—If you allow fifty in the whole wagon why could not you allow twenty-five in the half wagon?

Mr. Moore.—We follow the same practice as all other railways.

Mr. Croker Barrington, Solicitor.—I am informed fifty sheep could not get into a wagon.

33220. *Lord Pirrie.*—They could not?—Fifty horned sheep can be put in a wagon—Scotch sheep.

33221. He says fifty sheep are allowed to go, if you can get them in; and if they cannot——

Mr. Moore.—We would not be allowed. We would be prosecuted by the Department of Agriculture if we did.

33222. *Mr. Sexton* (*to Witness*).—Do you put them in?—I believe it is true. That is my information, especially Scotch sheep.

33223. *Mr. Acworth.*—You are not in the trade yourself?—No.

33224. *Lord Pirrie.*—I think we will pass over the sheep, because the other portion of the evidence is strong enough. You have got some complaints about farmers and cattle dealers. If you answer my questions you will get on more quickly. Have you any complaints as to facilities for farmers and cattle dealers?—Yes. We complain that the train for the fat cattle market leaves Newtownards too early. They have to be at the station at seven o'clock, and

they do not arrive at the beach in Belfast until eleven o'clock. They are run off at Comber for other cattle, and the market does not start till twelve o'clock.

33225. You think, for the business of the farmers, a train an hour or so later would be better. Have you enough cattle to make up a special train from Newtownards to Belfast?—If they were catered for; but the majority of the cattle go by road.

33226. If they were catered for, and could leave home later?—Yes.

33227. Have you any complaint about horses?—We have a further complaint about the fat cattle in Belfast. We have only one train there—the mid-day train, and the market starts at twelve o'clock, and the train leaves at 1.40, and, consequently, unless they are bought early we could not have them sent by rail, and at certain seasons of the year it is compulsory to have them brought by rail from the fact that they will not stand driving.

33228. You think a train is wanted?—It would be beneficial to the district for fat cattle to Newtownards.

33229. *Mr. Acworth.*—Were not we told that there was a 3.30 train by which cattle were allowed to go?

Mr. Moore.—The 3.20.

33230. *Mr. Acworth.*—And they were allowed whenever they wanted?

Mr. Moore.—That is so.

Witness.—Butchers in Newtownards certainly do not know of it. It is a recent business.

33231. *Lord Pirrie.*—Are there passenger trains?

Mr. Moore.—Yes.

33232. *Lord Pirrie.*—How many wagons can you take?

Mr. Moore.—We are not limited.

33232A. *Lord Pirrie.*—So long as the farmers give notice the wagons are wanted?

Mr. Moore.—They need not give notice. If they come to the cattle bank they will get loaded up.

33233. *Lord Pirrie.*—That covers Belfast?—Farmers and cattle dealers complain of the service for conveying cattle from Newtownards to fairs—Saintfield, Ballynahinch, and Crossgar. These are three of the most important fairs we have. We complain that formerly we had practically no delay—cattle were taken by the passenger train. Now they are taken to Comber and unhooked at Comber, I think for the purpose of collecting empty wagons.

33233A. But do you mean to say that these fairs that a few years ago were properly catered for are not being catered for to-day the way they were?—No.

33234. That is your contention?—Yes.

33235. You are only giving evidence from the complaints of the butchers and cattle dealers to the Rural Council or the Society?—Yes, from the cattle dealers and farmers. You see, Newtownards is an important centre at the head of the peninsula, consequently all the cattle bought in the Ards come to Newtownards, and there were three very good fairs when English and Scotch buyers came over. Formerly the cattle were taken direct from Newtownards.

33236. To whom have you complained? Have you complained as a Council to the company?—We have not.

33237. You merely bring it forward before the Commission?—I understand that these men have complained.

Mr. Croker Barrington, Solicitor.—Would you ask some particulars of the complaints? I am informed there is no change of service. He is only informed that there are complaints. If he would tell us the particular train service—I am told there is no alteration?—(*Witness.*)—The complaint is simply this—that cattle were formerly taken by passenger train from Newtownards, along with the dealers, and landed at Ballynahinch with the passenger train, and now they are not. They are left off at Comber for the purpose of collecting empty wagons and taken on to Ballynahinch, and they do not arrive at Ballynahinch for an hour and a-half after the passengers.

33238. *Lord Pirrie.*—Have you suffered that yourself?—There is no question but it is absolutely true.

33239. You have seen it?—I would be wrong in stating I saw it. I know a great many instances where the sale of cattle is blocked—where the platform is blocked with cattle to be re-shipped when the train arrives.

33240. Do you want to say anything, Mr. Barrington?

Mr. Croker Barrington, Solicitor.—Yes. I want you to hear Mr. Moore.

Mr. Moore.—There has been absolutely no change in the working of the cattle for the past twenty years.

Witness.—Past twenty years. Do you say——

33241. *Lord Pirrie.*—I don't want an argument. He denies it, and we must have evidence of some sort?—There is no doubt cattle are left off, and they collect the wagons at intervening stations for these three fairs, and in some instances the horns have been knocked off the cattle with the rough usage.

33242. *Mr. Sexton.*—Are we to understand that there has been no change.

Mr. Moore.—Speaking for myself, during the past twenty years there has been absolutely no change. There is a special cattle train goes out of Belfast in advance of the 7.30 passenger train. It draws up at Comber and waits for the passenger train. The cattle are transferred from the Newtownards train to the cattle train, which follows to the fair.

33243. *Lord Pirrie.*—He says the cattle went with the dealers.

Mr. Moore.—That is not correct.

Witness—I believe our Newtownards cattle went direct with the Newtownards train.

33244. *Lord Pirrie.*—You can find out. Have you anything to say about the horse traffic?—We complain principally about the treatment in the Central Railway when they are carried to the Dublin Show.

33245. This is an excess charged on the Central Railway which is interfering with the traffic?—Very materially, both in regard to the Dublin and the North-East shows.

33246. I will take you on a little. That Central Railway is an expensive item for all traffic which has to come over the Great Northern Railway system. Can you send cattle through to the Northern Counties Line by the connection over the quay?—By the Central is the only way we have any connection.

33247. The traffic does not go from County Down to County Antrim?—Oh, no. Over the Central to the Great Northern.

33248. Although the line is there you are not allowed to use it. You do not know?

33249. *Mr. Sexton.*—Do people find it cheaper to send from Newtownards to Crewe and back again *via* Holyhead to Dublin than to send direct to Dublin?—Direct, I think, the rate is £1 6*s.* and something to Crewe, I forget how many miles; and the distance to Dublin is ninety miles.

33250. *Lord Pirrie.*—Have you any invoices of that?—No.

33251. *Mr. Acworth.*—Can you tell the rate from Newtownards to Crewe?

Mr. Moore.—We have no through rate.

33251A. *Mr. Acworth.*—Can this gentleman tell us what it would cost from Newtownards to Crewe and from Crewe to Dublin?

33252. *Lord Pirrie.*—He is only giving information supplied by others.

33252A. *Lord Pirrie.*—What about the rate for horses?—We complain of 38*s.* 6*d.*, the rate on horses.

33253. You only think that?—It is correct.

33254. Have you an invoice?—There's no question about it.

33255. That is your rate?—There is no question, that is the rate from Newtownards to Dublin—38*s.* 6*d.* We contend that as seven-tenths of the horses are sold in Dublin and don't return, that it should be a cheaper rate.

33255A. *Lord Pirrie.*—I understand.

33256. *Mr. Sexton.*—That is a clear point.

33256A. *Lord Pirrie.*—Have the Guardians any complaint about parcels?—Yes, we think the rate is excessive with regard to parcels.

33257. Are you speaking of the County Down, or of the through traffic?—Principally of the County Down and Belfast.

33258. Let us take Bristol?—One of the Guardians received a parcel from Bristol some time ago. It cost 6*d.*, and it took an additional 6*d.* to deliver from Belfast to Comber. A small parcel costs 2*d.* to collect and 2*d.* to deliver; that is as much as the carriage itself. The carriers in Newtownards will collect and deliver and carry for 3*d.*

33259. You object to the cost of delivery?—Yes.

33260. You think that added to the cost of carriage it seems excessive?—Yes.

33261. You consider the cost of the parcels carried by the railway excessive. Well, now, what about the

The County Down Company's explanation of the cattle train arrangements on the Co. Down line.

Complaint as to the excessive rate for horses Newtownards to Dublin.

And as to the charges on parcels between County Down Stations and Belfast.

Oct. 22, 1907.

Mr. Julius M'Connell, Representative of the Newtownards Board of Guardians and Rural District Council.

passenger fares?—They give rise to great dissatisfaction and are a great means of making Newtownards unpopular. There's too great a variety of fares; there are too many different fares; I could not tell you how many different fares there are; on one or two different days there are four different fares.

33262. You would rather have an average price for the day—say 1*s.* 3*d.* all round. You would rather pay that?—Yes.

33263. *Mr. Sexton.*—No, he would not rather pay 1*s.* 3*d.* all round than pay a lower figure.

Witness.—In the morning trains, and running up to midday, it is 1*s.* 3*d.*; after midday they charge 1*s.* 6*d*; that is ridiculous.

Complaint as to the variety of passenger fares with special conditions of travel.

33264. *Lord Pirrie.*—You would prefer an average rate to the present system?—Yes, I think a reasonable average rate would be beneficial.

Suggestions as to the issue of workmen's tickets on the Co. Down Railway

33265. Well, what do you say about workmen's trains; have you a satisfactory workmen's train in the morning?—We have a workmen's train from Newtownards, but it would have been a far bigger benefit if some of the workmen's grievances had been remedied long ago. Recently the railway company conceded part of the way. If a man missed the workman's train he had to pay sevenpence additional. The railway company, since this Commission sat, reduced this, so that the Commission has done some good. But I think it is a case of locking the stable after the horse has been stolen. There are great complaints in regard to the workmen's trains. If there is a day off, or holidays in the island in the middle of the week, the railway company charges the full week's tickets.

33266. You would like the men to buy a book of tickets, and use the tickets whenever they want to go?—Yes.

33267. That would be satisfactory?—Yes; and then they cannot procure tickets on Monday morning; they can only procure them on Saturday night, or Sunday morning; they can't procure tickets on Monday morning. A man might want to go up to look for a job, and it would be necessary for him to go up early, and he would have to pay 1*s.* 6*d.*, and they would not refund this, and they would take out the Monday ticket into the bargain—that is 1*s.* 9*d.* for the journey.

Inferiority of the carriages run on the workmens' trains.

33268. If they could buy a book during the week for the following week it would be satisfactory?—Yes. Another thing is, the carriages in these trains are of an obsolete type; practically the carriages are like big open vans, and they are very cold for the workmen, and these things make them most unpopular, and it is not as cheap as Lisburn, where they have a 2*s.* 6*d.* fare.

33269. The Great Northern Company gives the workmen better facilities than yours?—Yes, and they don't charge if they miss the train.

33270. Have you any complaint to make as regards the third-class carriages for the ordinary traffic?—The third-class carriages are recently much improved.

33271. You have no real complaint; are they all cushioned?—Yes; but, if it hadn't been for the Great Northern going into Newcastle we might not have had cushioned carriages on the County Down yet.

Complaint as to the Newtownards train service.

33272. You believe in competition?—Yes, we believe in competition; it may have brought about the improvement in the third class.

33273. You are satisfied that the train service is ample for your requirements?—No, we are not satisfied with the train service, especially to Newtownards; but I must say that they have improved it; but there is a lot to be done. The trains are very slow on this line. If they give us a service like what they do to Bangor it would be advantageous.

Excessive subscription ticket rates between Newtownards and Belfast.

33274. You are such a thriving town that you want a quicker service?—It would tend to popularise it especially; a better train service would popularise Newtownards—a service such as they have to Lisburn.

33275. Have you anything to say about subscription tickets?—Yes; they charge 26*s.* 6*d.*, Newtownards to Belfast, that is second.

33276. Does not that compare favourably with other lines?—No; not the way we are treated, and the way the Donaghadee people are treated, on the same line. Their ticket is 30*s.*, or 30*s.* 6*d*; that is only 3*s.* 6*d.* the Donaghadee people pay between that and Newtownards, which is eight miles; and we are charged 8*s.* for a distance of five miles, between Newtownards and Comber, compared with Bangor, where the charge for a second class ticket is 18*s.*

33277. Do you think a reduction of rates would increase the traffic?—I think nothing would be as beneficial to Newtownards and the railway company as third class subscription tickets would be to Newtownards. They issue no monthly subscription tickets third class from Newtownards. On the Midland they do. And there is another matter—the difference in the monthly subscription tickets. The difference between the monthly subscription tickets to Newtownards and to Donaghadee is only 3*s.* 6*d.*, whereas the monthly subscription ticket between Newtownards and Donaghadee is 18*s.*

33278. You complain of that?—Yes.

33279. And also that there are not third-class subscription tickets as on other lines to Belfast?—Yes.

33280. About the excursion traffic—you are satisfied with that?—Well, no; unfortunately, our working classes have not been catered for in regard to excursions. Formerly excursions were in the afternoon, and were more suited to the leisured classes than to the workers. We ask that excursion tickets should be issued two or three days in the week, after six or seven o'clock, to Donaghadee, with fares something like what they have in Ballymena, for the working classes, to suit them in the evenings.

33281. You think that would be beneficial to the railway company, and to your people in Newtownards district?—Yes. Then, there is another matter. The third class return from Newtownards to Killough costs 2*s.* 6*d*, and if you take a return ticket to Downpatrick it is 1*s.* 6*d.*, and the return to Killough is 7*d.*

33282. You mean you get the two tickets cheaper than the one?—Yes.

33283. That is a common system. For instance, going to London, by getting a single to Liverpool, and another on, it is cheaper than a through ticket?—Travellers don't realise this until after they make the mistake.

33284. You think the two return tickets should not be cheaper?—No. In the one case country districts are badly dealt with; Belfast gets a preference; you get better treatment from Belfast than from country stations.

33285. Your district feels that Newtownards should be put on the same footing?—Yes; that there should be equal rights all round.

33286. What do you say with regard to Sunday trains?—This is another thing which is most injurious to Newtownards. This is about the only day that the working classes have time to visit, and a lot of people in Newtownards have friends in Belfast, and a lot of people in Belfast have friends in Newtownards, and Newtownards is rendered most unpopular. There's no way of getting out of it. There's a train in the morning at 8.50, and none until six o'clock at night.

33287. I need not ask you anything about the drapery goods; we have had that fully yesterday, and the evidence was from a man who is actually one of the people in the trade in Newtownards. I will now ask Mr. Sexton to go on with his examination.

Examined by Mr. Sexton.

33288. Mr. M'Connell has given his evidence in such detail that I shall only ask a question on one particular point. You say you have splendid quarries of blue stone, for building and other purposes?—Yes.

33289. Are there other mineral resources in the district?—There's free stone at Scrabo, and blue stone for road metal.

33290. Generally the resources of Ireland in building stone are abundant and excellent?—Yes.

33291. Do you know that the export of stone from Ireland last year, or 1905, was only £20,000, of which half went from Newry. Do you export any of this stone?—No; we don't get proper facilities, or we might have far more stone sent by Belfast.

33292. Whilst only £20,000 worth of all sorts of stone is exported from this country, there is every year imported stone, including building stone, to the value of £250,000. Would you say that the railways might arrange a system of rates for this industry so as to develop the trade in Ireland, in view of the

large imports of stone?—Certainly; in free-stone from Scrabo to Comber it is practically prohibitive.

33293. We have abundance of excellent stone in Ireland, and yet we import great quantities of stone, and the only explanation is that the inland rates are so high that the local stone cannot be used?—Yes.

Examined by Mr. Acworth.

33294. You mentioned the Belfast Central Railway as 1½ miles long?

33294A. *Lord Pirrie.*—I did.

Witness.—Yes.

33295. *Mr. Acworth.*—Do you know that the Act of Parliament makes it 7½ miles. The Act of Parliament specially provides that on that railway all the rates may be charged as if it was 7½ miles?—I am not aware of that.

33295A. A bonus mileage makes it six miles longer than it is.

Mr. Croker Barrington, Solicitor.—Six.

33296. *Mr. Acworth.*—Parliament was satisfied that there was a justification for charging on that line rates much higher than ordinary rates on other lines?—Well, it is most injurious, especially to the North-East Show in Belfast. There are great complaints of the charge from County Down to Balmoral Show; and again to Dublin Show they complain.

33297. I don't doubt Newtownards would like to have the rates lower, but I want to know the particular fact about the railway where you said the rates are higher. You spoke of a rate of 4*s.* 9*d.* for artificials, and you said that was such a high rate that the railway company did not get the traffic and it went by traction engine?—Yes.

33298. If it paid them to take it by railway, the railway company would rather take it than not?—Certainly.

33299. And if it did not pay them, they would rather not?—Yes.

33300. Well, here is the manager; according to you he sees the traffic going by road, and if he chose to come to 3*s.* he could get it by rail; supposing he thinks it is better not to have it at 3*s.*, would you make him come down to that?—Donaghadee should not get a preference.

33301. Never mind that?—A 2*s.* 9*d.* rate to Groomsport-road station, and a 2*s.* 6*d.* rate for four miles further.

33302. Supposing that rather than take 3*s.*, including collection and delivery, he prefers the traffic to go by road, would you force him to take it?—I don't like the word compulsion, but I really think it would take very little to make the difference to get the farmers to go to them. The railways don't put out a feeler to ascertain what would be a popular price acceptable to farmers. If the railways in this district would give a cheaper rate on the whole they could largely increase their farm produce over the line. There would spring up in Belfast wholesale produce merchants who would handle the produce on commission, and that would be advantageous to the country districts.

33303. Is all the land in the neighbourhood of Newtownards cultivated already?—Yes; there is a good lot going into grazing, but it is twelve miles by road to Belfast, and at that distance, from a large centre like Belfast, it would be to the farmer's advantage to send by rail.

33304. Supposing the railway companies don't agree, and rather than reduce the rate they would like to be without the traffic, and would let it stop on the roads, what would you do? They may be wrong, but it is their business to manage?—We would have to look for a new system and find a remedy.

33305. You think the passenger fares are high; have you got that correctly, the 2*s.* 8*d.*, 1*s.* 11*d.*, and 1*s.* 6*d.* that is a return fare?—Yes.

33306. Do you think thirty-two pence first class for twenty-six miles high?—We certainly do.

33307. Do you think 1*s.* 6*d.* third class for twenty-six miles high?—Certainly.

33308. Can you mention any important line anywhere in the United Kingdom where it is lower?—After we travel five miles we are just as near Belfast as when we are at home.

33309. The railway company had to build that line?—It is to our disadvantage to be taken to Comber to await traffic on the other line.

33310. The company has to work it; it doesn't matter to the company how far it may be in a bee line?—We are only five miles from the city boundary by electric tramway.

33311. Can you suggest any company in Great Britain that charges lower fares than the County Down?—For excursions we can.

33312. I don't mean excursions, but for ordinary passenger fares?—I don't know.

33313. Isn't it rather hard, when you have the lowest in the country—isn't it rather hard to complain?—Not in our case; we are justified in complaining; we are not treated equally with Bangor; look at the difference between Bangor and Newtownards.

33314. *Lord Pirrie.*—You complain that Newtownards is not treated like the other parts of the line?—We are not treated equally.

33314A. *Mr. Acworth.*—The statement was that the fares were high.

33315. *Lord Pirrie.*—Compared with other portions of the line.

33315A. *Mr. Acworth.*—I am quite willing that the witness should state what he likes. There is a place on the line where they are still lower. But, compared with all other places in Ireland, except Bangor—they are very low?—Yes.

33316. Is that a fair way to put it?—Yes.

Examined by Colonel Hutcheson Poe.

33317. With regard to the question of high rates for your building and paving setts, I gather that you get lower rates on the Northern Counties than on the Belfast and County Down?—Yes.

33318. With regard to the road material from Whitehead and Toome Bridge to Belfast, it works out on the Northern Counties at under a halfpenny a mile, and Belfast and County Down, three-farthings. If it pays the Northern Counties to carry at a rate of less than a halfpenny, you think it ought to pay the County Down to charge the same?—It puts our contractors in a most unfair position.

33319. In reference to Mr. Sexton's figures about building stone, I see that setts alone were imported last year to the extent of 36,000 tons and a value of £45,000, actually imported into the country, where, according to you, you have setts with which, if given a suitable reduction, you would probably supply all demands—is that so?—Yes, but especially in road metal.

33320. You spoke of setts particularly?—Yes.

33321. As to fares generally, you re-affirm the evidence we have had from other witnesses, that Danaghadee is placed at a disadvantage with regard to Bangor?—Yes.

33322. And that Donaghadee on its own merits is really quite entitled to get as good treatment as Bangor?—We are worse treated than Donaghadee; the inland towns were very badly treated; look at the contrast between Bangor and Newtownards.

33323. Does the system of charging a higher fare in the afternoon prevail on other lines?—Not that I know of.

33324. It is simply confined to Belfast and County Down?—Yes.

33325. With regard to the workmen's fares, is that from Newtownards to Belfast?—Yes.

33326. It is 3*s.* a week?—Yes.

33327. Workmen can go ten miles to and fro for 1*s.* a week in Belgium?—They have that in Scotland, I understand—in Glasgow.

33328. Is there a large amount of workmen passenger traffic in your district?—Yes. I might state the object of the workmen's trains there. The heads of families whenever they could not get employment in Newtownards went to Glasgow and elsewhere, and their families in a great many cases followed them, and there was a loss to our manufactures. We have any amount of employment for boys and girls, so much so that the large weaving companies are advertising through the country, and two or three men are interviewing families to get them to remove to Newtownards and pay them for learning steaming and weaving. One of our hand-stitching factories had to extend, and they had to go to Belfast on account of the scarcity of labour. By reducing the third-class fares and giving third-class subscribers' tickets to Newtownards, it would be the means of getting a great lot of the working-class to come to Newtownards, and it would popularise it.

Oct. 22, 1907.

Mr Julius M'Connell, Representative of the Newtownards Board of Guardians and Rural District Council.

Complaint as to the fares from Donaghadee to Belfast.

Injury to Newtownards owing to the Co. Down Company's rates for stone exceeding those charged on the Northern Counties line.

An abundance of stone setts and road material available in the Newtownards district.

Reduced rates required to develop the trade.

The anticipated advantages of a more liberal policy as regards passenger fares and 'bus accommodation to Newtownards.

Oct. 22, 1907.

Mr. Julius M'Connell, Representative of the Newtownards Board of Guardians and Rural District Council.

33329. Is that a season ticket you mean?—Subscriber's ticket.

33330. None are issued now on the line?—No, not third-class. In Newtownards we could employ families at as high if not higher rate of wages than in Belfast, and heads of families could work in Belfast, the difference in the house-rent enabling them to live in Newtownards. Another thing that I should like to mention is that special facilities should be given to train apprentices. They should not be charged 3*s*.

Reduced fares for apprentices and the working classes advocated.

33331. You think that in the interest of the railway companies reduced fares should be given?—For apprentices.

33332. And for the working classes generally?—Yes.

33333. *Lord Pirrie.*—Did I understand your answer to Colonel Poë to be that you would have more manufactures if you could get people to work them?—Yes.

33334. And that you want inducements to bring the people there?—We have six or eight factories employing from 200 to 400 hands; and another thing that we are proud of is, that more than half of those manufacturers have risen from the ranks.

Mr. J. W. Dorman, M.INST.C.E, examined by Lord Pirrie (in the Chair).

Mr. J. W. Dorman, M.INST.C.E., Kinsale.

33335. You are an engineer?—Yes.

33336. What county do you reside in?—Cork.

33337. Are you in a public position in the County of Cork?—I am not in a public position.

33338. And therefore, the evidence you are going to give is that of a civil engineer living in the county?—Yes.

33339. Are you interested in the railways of the country?—I am, in so far as that I am a considerable shareholder in the Cork and Bandon and the Clonakilty Extension Railways.

33340. Therefore, you speak, not only as an engineer, but as a shareholder in these companies?—Yes.

The present mode of promoting Irish Railway Bills in Parliament expensive and frequently unsatisfactory.

33341. Have you thought over the question as to why railways have not been made in some parts of the country, and why they have been made in other parts?—What I want to draw your attention particularly to is this. Take first the case of the Clonakilty Extension Railway. That is carried over ground, for the first five miles, of comparatively easy gradients, to Ballinascarthy; but, from that point on to Clonakilty, on account of the action of the late Mr. Bence Jones, in opposing the line, if it went through his property, we were driven to go over a hill, and, therefore, the cost of the line was much more than it would have been, and the gradients were much heavier. Unnecessary expense had to be incurred, which probably would have been saved had there been some inexpensive tribunal, such as a Board of Trade inquiry, in the first instance, to determine the proper route.

The Clonakilty and the Bantry extension lines instanced.

33342. You think that an inexpensive tribunal, to which promoters could apply, would be of great importance?—Of very great importance. It would save thousands of pounds in the original cost of construction.

33343. And you think also that money would be saved in management?—Certainly, and in maintenance, as well as in Parliamentary expenses. The same remarks apply to the Bantry Extension line, where we had to pay £10,000 more for construction than it should have cost, on account of the line having been improperly laid out.

Suggestion as to improved and less expensive procedure in the promotion of Railways.

33344. You think the people of the locality should themselves have the power to approve or disapprove of a proposal to construct a line of railway. You would ignore the Imperial Parliament altogether?—I would. The inquiry into the subject should be local. The evidence could be brought forward at a trifling cost, by persons who are interested in the line, but who have not the means to fight the matter out before a Committee of the House of Commons; and, after a certificate was given by the Board of Trade, a Bill for that line, and no other, should be allowed to pass through the Houses of Parliament as an unopposed Bill.

33345. That would enable them to save the cost of Parliamentary opposition?—It would.

33346. And do you propose that all that money should be saved, and that no deposit should be made?—I don't say that we would save the deposit.

33347. You would pay a deposit to the tribunal that would hear the evidence in the district itself?—Yes.

The cost of Parliamentary opposition to be saved.

33348. And do you think you would get as fair a decision from a local tribunal—whether that tribunal was in Antrim or in Cork—as you would get from an absolute stranger?—I don't think you would get a fair hearing from any local tribunal. I should prefer the decision of the Board of Trade inspector.

33349. That is an individual appointed by the Government?—Yes.

33350. And you would not be afraid to leave the welfare of the district in his hands?—I would not have the slightest objection to leave it to the Board of Trade inspector.

33351. Have you got any views as regards extension lines of railway—I mean feeders to the main lines?—Yes. In the County of Cork there is one that should be made—that is, from Clonakilty to Rosscarbery, a distance of seven miles The cost of it would be about £35,000. Some years ago we got the county to guarantee the whole amount of the cost of making that line.

33352. And why isn't it made?—Because the Cork and Bandon Company would not work it. We would be obliged to get rolling stock, undertake the management, and other matters, and we thought the thing would not pay under such circumstances.

33353. And the whole thing was dropped because the Bandon Company would not undertake the management of it?—Yes.

33354. Did they make you an offer on some terms that were not possible?—Not to my knowledge.

33355. And why did they refuse to work it?—The reason is that they want to drive the traffic from Rosscarbery and that district to the West—to Skibbereen.

33356. But they would get the traffic in any case?—They would, but they want to drive it away from Cork, to send it to Skibbereen, which is fifty miles from Cork, and the fares fifty per cent. more, instead of its being sent to Clonakilty, which is only seven miles, and thence to Cork.

33357. And if that line had been made it would have increased the traffic over the Bandon Company's line?—It would.

33358. *Mr. Acworth.*—Is Rosscarbery between Skibbereen and Clonakilty?—It is.

33358A. *Chairman.*—The map shows that it is close to Galley Head.

33359. *Chairman (to Witness).*—Is there any other district that you would like to see developed in that way?—Yes, there is a district in the County Cavan that I was connected with; but perhaps I had better finish with the County of Cork. In that county there is another district in which I think a railway should be made, and that is from Bantry to Glengariffe, and from Glengariffe to Castletownbere. The last-mentioned place is now an important naval station, and there is a large and increasing tourist traffic to Glengariffe. There is a steamer running on Bantry Bay between Bantry and Glengariffe and Castletown, which has developed the traffic; but still Bantry Bay is rough and wild in winter, and it is not a proper means of conveyance, especially to Castletownbere. There is no proper landing place at Glengariffe, and no place between Glengariffe and Castletown at which the steamer can call.

33360. Do you think the district would undertake a guarantee on the capital needed for the construction of the railway?—I don't. Because the heavy rate which has had to be levied on the district to pay the guarantees for which it is liable has pressed too heavily on the ratepayers already to enable a further guarantee to be obtained.

33361. Now, what about the other line, that in the County Cavan?—The County were willing to find the money to make a line from Carrickmacross to Baillieborough. That is a line which if made would develop a fairly heavy general traffic.

33362. Is there any mineral traffic in the district?—No, simply ordinary Irish agricultural traffic. Baillieborough has a good country behind it that wants railway communication.

33363. Would that be like those in the South of Ireland that would not pay more than their working expenses?—I think it would pay more than its working expenses. I think it would pay interest on portion of the capital.

33364. Assuming for a moment that these branch lines are made, have you any idea as to how the railway companies that work them are to be remunerated for working them?—I think, in the case of the Rosscarbery line it could be worked in connection with the Bandon line at the rate of £4 per mile per week, and if they undertook it at that the County would have guaranteed them the difference between £4 and the actual receipts.

33365. That is what you would call a subsidy?—Yes.

33366. You would make up the balance between the receipts and the working expenses?—Yes.

33367. And you consider that a fair thing to the district which gets the railway?—Yes. They don't mind giving a guarantee if they know what the utmost extent of their liability is to be, but they don't like it otherwise.

33367A. *Colonel Hutcheson Poë.*—Besides the guarantee they have to be responsible for any deficit.

33368. *Chairman.*—What you want is that there should be a limit to the amount for which they are liable?—Yes. I look upon it in this way. When a railway company gets control of a district from the Government, the Government should look upon them as being to a certain extent responsible for the development of that district, and that they should go beyond looking to the interests of the pockets of the shareholders exclusively.

33369. Would you go so far as to give the railway companies some help towards making these branch lines—some help from the county?—If the county guaranteed the interest on the capital required for making the branches I would not give them anything else, except a certain amount for rolling-stock, etc. I would rather give them a lump sum and have nothing more to do with it. For instance, in the case of the Rosscarbery Railway, my estimate for this is £35,000, add to that £5,000 to be handed over to the Bandon Railway Company to enable them to provide additional rolling-stock to work it—making a total of £40,000 to be provided. That money should be provided by the Government and be repaid without interest at the rate of £500 a year; half by the Bandon Railway Company, and half by the County at the same rate; and after the whole sum has been repaid to the Government the line to become the absolute property of the Bandon Company.

33370. Have you anything to say about the parcel traffic—is it satisfactory?—As far as local traffic is concerned it is satisfactory enough; but if a parcel has to go over several different lines it is not satisfactory.

33371. You mean that the terminals don't work harmoniously together?—They don't. For instance—a parcel sent to me from Nenagh to Kinsale, a distance of about one hundred miles, and it took a fortnight to reach me. On another occasion a parcel forwarded to me from London before Thursday did not reach me until the following Tuesday evening, while if it had been sent by post it would have been delivered, at latest, on Friday evening. Again, I sent a parcel of sugar from Demerara to Kinsale. It was brought from Demerara to London, four thousand miles, for 5*s.*, whereas from London to Kinsale, six hundred miles, it cost 12*s.* 6*d.* When I was coming from Demerara I had sixteen tons of luggage. I asked a railway company what the cost of bringing it to Cork would be, and I was told £4 a ton. I thought that was excessive, so I sent it by schooner, and it cost only 35*s.* a ton.

33372. Would you make the railway companies responsible for undue delay in forwarding parcels?—I would penalise them for it. In case of undue delay, say 50 per cent. longer time than by parcels post, each railway should be required, on demand, to give the date on which the parcel was received and forwarded by them, and the consignor or consignee should have a right to a reduction of freight *pro rata* to the delay. If the time should be three times as long as the time of the parcels post, no freight should be paid, and in the case of perishables, the full value of the goods should be paid, and no freight.

33373. Have you anything to say as regards mail trains?—Yes. The evening up-mail and the morning down-mail from Cork to Kinsale are carried between Kinsale and Ballinhassig, a distance of ten miles, by car, owing to the parsimony of the Post Office, which I understand refuses to pay more than £100 a year for the service. But this matter has been partially remedied within the past six months.

33374. That grievance has disappeared?—Yes, in a measure.

33375. Have you anything to complain of in regard to fares in your district?—No; we get a return ticket for a journey of twenty-four miles, first-class, for 2*s.* 6*d.*

Satisfactory passenger fares in the Kinsale district.

33376. Has anything come under your notice with regard to any want of harmony between the different railways?—In connection with the Cork and Bandon system, there is no end of small railways. There is the Cork and Bandon, the Dunmanway branch, the Kinsale branch, the Drimoleague to Bantry, the Clonakilty branch, the Ilen Valley branch, the Skull to Skibbereen line, and the Timoleague and Courtmacsherry branch.

33377. You think all these are troublesome to manage?—I do.

33378. *Mr. Sexton.*—In that 120 miles of railways, how many different systems are there—how many jurisdictions?—I think there are eight or ten.

Suggested the absorption of all the small railways in South West Cork by the Cork Bandon and South Coast Company.

33379. *Chairman.*—How do you propose to get over that—have you any feeling about amalgamation?—I think they should all be amalgamated, and put under the control of the Bandon Company. There are at preset seven boards of directors, three managements, and many different interests.

33380. Then all these little lines you would place under the Bandon Company?—I would put them all under it. The Bandon Company is a very go-ahead company, and they had got a first-rate manager. The difficulties, however, are great, and voluntary amalgamation is next to impossible. Each director is afraid that he will not have a seat on the new board, and the heads of departments are afraid of losing their employment on account of it. This causes the value of one line to be run up, and the other to be depreciated by each board and their officials, a Board of Trade inquiry, and a personal inspection of the railways would give the most satisfactory results.

Proposed formation into two trunk systems of all the Irish Railways

33381. If you would put all these under one management what do you say about putting all the railways in Ireland under one management?—The Southern railways are disconnected with the Northern, and unless they were linked up there would be no use in putting them under one management. I would place all the railways south of Dublin under one management, and those north of Dublin should be amalgamated, and worked as one system. If directors and officials had no interest one way or another most of the lines would be amalgamated.

33382-3. Would you make the railways of Ireland into two great systems?—I would; I don't think I would make them into one. I am not sure that that would be economical. The method of working of the Northern lines is different from that of the Southern ones.

33384. You think they require different consideration?—Yes, in many ways.

The present system of management to be retained.

33385. As a whole do you consider that it would be better to work the railways as two independent systems under private management, or do you think it would be for the benefit of the people of Ireland if the lines were owned by the Government or by an Irish Council?—My impression is that they would be better managed under private management.

Fresh capital to be raised for further Railway extensions.

33386. Do you think that these extensions which you so strongly advocate could be made under private management—what funds would you have for extension under private management, except by raising fresh capital?—You must raise fresh capital to make the lines.

33387. But if the lines were made by the State any profit they would make would go for extensions—you would gain in that way?—Yes, but I don't think the State would make a profit.

Examined by Mr. Sexton.

Reasonable passenger fares on the Cork and Bandon Railway.

33388. I do not know that from beginning to end of your statement you have said a word at all about the great question of rates?—I said that on the Cork and Bandon Railway we had nothing to complain of with regard to fares.

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Irish Railway rates: partly excessive, partly moderate.

33389. But on the general question of railway rates in Ireland?—I drew attention to the heavy rate that I was asked to pay for furniture.

33390. You know that the occasion for the appointment of this Commission is the question of the pressure of rates on the public?—Yes.

33391. Have you formed any views on the question?—I think in many cases the rates are excessive, but in other cases they are moderate.

33392. Have you followed the course of the evidence that has been given here?—I have not. I simply noticed in the papers the evidence that concerned ourselves.

33393. But suppose it was clearly shown that the export rates from Ireland, as contrasted with the import rates from foreign countries into Great Britain have hampered and restricted the agricultural output from this country, while the output of other countries to Great Britain expanded, doesn't that constitute a serious case for reform?—Certainly. You should have equal rates in and out. I have given an instance of that inequality when I spoke of the payment of 5*s.* for carriage over 4,000 miles, and 12*s.* 6*d.* for only 600 miles.

The general effect of the existing system of rates on Irish industries.

33394. The import rates to Ireland have the effect of flooding the country with imported goods, whilst the Irish manufacturer is not able to lift his head—does that condition of things force upon your mind a consideration of the transit question as a whole, and the necessity for dealing with it as one question?—Yes.

The tendency in the colonies and foreign countries generally to extend the system of State ownership.

33395. You are aware of the examples of other countries—I believe you know that it is only in Great Britain and the United States—we may leave out Turkey and Spain—it is only in these two rich and developed countries that the railways are still in private hands, and do not the private lines in those countries cause more trouble at present than all the State-owned lines of the world put together?—I have seen the Inter-Colonial line of Canada, and I would be very sorry to see passenger trains in Ireland worked in the same way. I have seen up to thirty first-class passengers obliged to stand for 2½ hours in a carriage, because they would not put on an extra carriage.

33396. Is not the Canadian Government extending its ownership of railways at the present time?—It is.

33397. Now, here is the general case of the world: there are many countries where there are none but State railways?—Yes.

33398. Does anyone in those countries propose to revert to the system of private ownership?—I could not tell you that, but I don't suppose they do.

33399. Then there are other countries where there are Government railways and also private lines—are you aware that the settled tendency of affairs is to decrease the proportion of private mileage and increase the proportion of public mileage in those countries?—I think so.

33400. It would appear from this to be the experience of the world that State railways best suit countries in all circumstances. If you amalgamate the Irish railways into two systems, would you compel all the other companies to come in and be absorbed?—I would absorb them all.

33401. Compulsorily?—Yes, compulsorily.

33402. The South Eastern, the Midland, and those two very thriving and independent lines in the North—the County Down and the Northern Counties?—I would bring them all in.

The difficulties in compelling privately owned lines to amalgamate.

33403. Do you not really think that a proposal of that kind would be most tedious, controversial, and costly. Ireland would have a long time to wait for such a settlement?—It would be expensive; there is no doubt about that.

33404. But would it not be met by the utmost resistance of these powerful corporations?—I am certain it would.

33405. Don't you think it would be better to arrive at a settlement of a more peaceful character, if equally effectual for the public interest?—Certainly; but I don't think a peaceful settlement could be effected.

The dual systems in Ireland would reduce the present friction and dislocation.

33406. Your two private systems would leave open occasions for friction, dislocated service, wasteful contention for traffic—so-called competition, which is of no use to the public?—Of course it would, but the friction and dislocation which exists at present would be reduced.

33407. If you amalgamate the railways into two systems, and make no provision for the reduction of rates, you give a stone to the people who are asking for bread?—I think the amalgamation would lead to a reduction of rates, because the expense of working would be less. The railway companies would therefore reduce the rates and improve the traffic.

33408. They would if they liked. There is the South Eastern paying no dividend on its ordinary stock, and there is the Great Northern paying 6¼—do you perceive any greater disposition on the part of the Great Northern to reduce its rates than on the part of the South Eastern?—I don't know what the rates are on either.

33409. Do you not think that the railways would keep what they could get?—If the lines were amalgamated on terms proportionate to their stocks.

33410. If they were amalgamated the Great Northern, for instance, would wish to keep its profits. I suggest to you that if you amalgamated the railways into two systems, and increased their divisible profits by decreasing their working expenses, you have no assurance that any of those new profits would be used for reduction of rates, nay, I submit that all probabilities point the other way?—We have got a substantial reduction in the South when it was in the power of the companies to give it to us.

33411. Under a public system of railways the administration could be constrained to apply profits in reduction of rates?—It might be.

33412. Have you thought of this—that if you amalgamate the railways of Ireland into two systems, and allow them to add to their divisible profits by such concentration, you will make the net profit greater, then, in case the country afterwards wished to buy the line, the effect of your amalgamation into two systems would be to greatly run up the price?—It would, certainly.

33413. Isn't it better now to consider whether the country is going to buy the lines, rather than by amalgamation to allow lines, by that act of the State, to acquire a value which would run up the price against the public hereafter?—I don't think it would be right for the country to buy railways.

33414. Would not what you propose have the effect, in the event of public purchase hereafter, of inflating the price?—Yes.

33415. You say that voluntary amalgamation is impossible?—Yes.

33416. To carry a settlement against the will of the South Eastern, the Midland, the County Down, and the Northern Counties would be putting before yourself a task of immense difficulty?—No matter how you take it, it is a task of very great difficulty.

33417. Supposing there was an Irish authority, created, of course, by statute, to purchase the lines and unite them in one system by the use of public credit, looking at the rates at which Preference Stocks now stand, and the dividends paid on Ordinary Shares, have you any doubt that by the use of public credit, either by a Treasury loan, or a loan raised on Irish security, the annual charges for the sum required to finance the purchase would be so much less than the present net profits that there would be a large surplus left at the outset?—I should think there would be a surplus.

33418. Is there anything in the general record of State-owned railways in other countries to lead you to think that if there was a public authority in charge of the Irish railways, public opinion would not constrain that authority to pursue a policy of economy as much as possible?—Public opinion would do a great deal.

33419. And if the public authority were an elected one, and did not respond to the public needs, they could be sent about their business?—They might, or they might not.

33420. Now we have come to this—that the public authority would have two surpluses to start with. First, the surplus due to the application of public credit, and then the surplus due to economy; in that way, and in no other, can you secure a surplus for the construction of branches and the reduction of rates. Do you not think he would be a very rash man who would cast away the advantage of a reduction in rates and fares obtainable in that way because of any preference he might have for private management or divided management of railways?—If there was a reduction of rates and fares of course it would be a great advantage.

33421. Would not it more than compensate, in your mind, for any preference you might have for another system of management, to put Ireland on an equal

footing with progressive countries?—If you put it to me whether I would rather have them all under Government control, with a certainty of reduction of rates, as against private management and higher rates, naturally I would say at once the Government and reduced rates; but I am very doubtful if the Government would be able to do it.

33422. There would be a surplus from the purchase?—Yes, but I don't think there would be a surplus from the working afterwards.

33423. Though the public felt that the only means for a reduction of rates was economical working?—I don't think so. If you take the roads in the Southern counties you cannot ride with any speed over them.

33424. Are you aware that the working expenses of Irish railways are only 1 per cent. of the receipts less than they are in England, where such extraordinary cost attends the working of railways. Does not that indicate that the cost of Irish railways at present must be such as could hardly be approached under a united system of working?—It does not convey itself to me that way.

33425. You do not think that if the twenty-seven or thirty Irish railways were worked together they could not be worked for something more like 54 per cent., as in Scotland, than 62 per cent., as in Ireland at present?—No; I don't think they could be. I would rather think the rates would be increased if they were under Government control.

33426. I am not speaking of Government control; I am speaking of an Irish elective authority, responsible to the Irish people and bound to make economies? Looking to the condition in which the roads are kept by an elected Council, where you have everybody trying to pound them for it, and they do not improve them, I think the same thing would happen to the railways. You would have them in a worse condition, and possibly higher rates.

33427. There is ample proof that the Irish roads are better than they were in the days of the Grand Juries?—Not in the County of Cork. In other counties the roads are splendid.

33428. How many branch railways could be usefully made in Ireland, apart from the prospect of immediate profit?—I suggest three, at all events.

33429. About a hundred branches have been urged in evidence. Five hundred miles of mileage would supply the greater part of the need?—I think so.

33430. And at £5,000 a mile that would be two and a half millions. The annual charge on that, at 3½ per cent., would be £80,000 or £90,000?—Yes.

33431. And if you had a public authority, and they could secure a surplus of half a million a year by purchase and united working, £80,000 or £90,000 of that would supply a fund out of which the interest on two and a half millions would be paid, and enable the construction of these branches to be taken up—would not that be an immense boon?—It would.

33432. How are you going to get it done otherwise?—Simply by guarantee from the counties and assistance from the Treasury.

33433. Are you familiar with the financial results of the operation of the Light Railway Acts of 1883 and succeeding Acts?—I am afraid I am not. I live in the South.

33434. With regard to twenty-two baronial lines, which have been guaranteed, do you know that nine or ten of them leave a deficit in working expenses; and that out of the twenty-two all but one (which is an exception only because the Great Southern and Western Railway Company have, by Parliamentary bargain, cancelled the liability), entail a levy on the locality for the dividends and most of them for working expenses?—Not all of them. I think on the Clonakilty line for three years only the baronies paid portion of the guarantee, and the Ilen Valley line has been paying back to the county all that the county paid for some years. Most of those in which there is a deficiency in working expenses are managed by representatives of the County Council, not shareholders.

33435. Every one of the twenty-two guaranteed lines under the Act of 1883 have caused a levy for dividends, and nine of them an additional levy for deficit of working expenses. You are aware that the Treasury does not guarantee working expenses?—Yes.

33436. And that that liability, and also liability for any loss through accident on the line, falls on the ratepayers?—Yes; and these lines where there is a deficit in working expenses are managed by elected members, not shareholders.

33437. The ratepayers, being fearful of these unlimited liabilities, the Treasury not being willing to guarantee for accidents or working expenses, and the railway companies being unwilling to take over the lines unless they are guaranteed against loss, do you think that the present system of guarantees can be carried on. Is it not worked out?—I don't think it is. It is a very odd year that you don't find some extension proposed. I will go so far as to say that the lines would not be made as quickly.

The probability of further extensions in Ireland being promoted from private resources.

33438. The Government, after having tried, under the Act of 1883 to secure local guarantees, found themselves obliged under subsequent Acts to construct by grants from the Treasury along with guarantees, and finally, since 1896, they found it necessary to make Treasury grants for practically the whole cost of construction; so you see that as time goes on the possibility of a guarantee becomes more slender?—I quite agree with you there.

33439. That being so, what I suggest to you is this: that you will not get the necessary branches made unless the transit question is taken up as one question, and unless there is some general authority to make these branches and links that are required in the public interest, without laying it down that there should be an immediate profit, and without laying the burden on the district—is that the best system to secure the development of the transit system in Ireland?—I don't know. I didn't go into that question.

Approval of a public authority for railway administration if efficient and properly responsible to the people.

33440. Would you prefer that each district should push its own project; that each district should be left to press its particular claims upon officials; and that the system of scraps and doles should be pursued, instead of taking up the question of transit in a wholly methodical and public-spirited way?—If it is taken up in a wholly methodical and public-spirited way I agree with you; but look at the way in which the roads in the County of Cork are managed by the County Council, and the disgraceful condition they are in. If they had to manage the railways for the County of Cork, and kept them in the same condition, we would be in a worse plight than ever we were before in our lives.

33441. I imagine that if Parliament came to act due care would be taken that the authority to be created should be efficient for its work, and properly responsible to the people?—In that case I would agree to it.

Examined by Mr. Acworth.

33442. Can you conceive anything of more vital importance to the farmers of Cork than that the roads passing their own doors should be good?—I should imagine so.

33443. And yet you say they fail to maintain satisfactorily?—Yes.

33444. I gather from the general effect of your replies to the persuasive questions of my friend Mr. Sexton that you say that in theory there might be great advantage in a State system?—Yes.

33445. But in practice you distrust it?—Very much.

Canadian and Brazilian railways.

33446. One experience of your own you gave us on the Inter-Colonial Railway of Canada—do you know anything about the earnings of that railway?—No. I was in the train when the incident which I have mentioned happened.

33447. Do you know that the earnings of the Inter-Colonial of Canada are about 200 dollars a week?—I don't know that.

33448. Do you know anything about the railways of Brazil?—I don't.

33449. Do you know that Brazil is getting rid of its State management of railways?—No.

33449A. *Mr. Sexton.*—There are four classes of railways in that country; and it cannot be said that State railways are discouraged in Brazil.

33450. *Mr. Acworth.*—The State has got rid of a great many railways which were worked at a loss, and which are now worked at a profit by companies.

33450A. *Mr. Sexton.*—I demur to that.

33451. *Mr. Acworth.*—I won't carry it any further.

Suggestion that the Board of Trade should decide as to what new lines should be made

33451A. Taking it that you are not in favour of State ownership, you are of opinion that power should be given to the Board of Trade to say what line should be built?—Yes.

33452. And what particular route it should take?—Yes.

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33452A. Now, first of all, in reference to the Board of Trade officer, you are aware that in the case of any light railway in England there is a tribunal that come to the spot—it may be in the village schoolhouse—and hears the arguments for and against; is that what you desire?—I was not aware of that, for I have been in Demerara for ten or twelve years; but that is what I desire. It would reduce the preliminary expenses; this does not apply to Ireland.

33453. And the Board of Trade is then to say which line should go on?—Yes.

33454. You mentioned a line in the South which you say cost more than it should have cost?—Yes, the Clonakilty line, because of the opposition of one of the landowners.

The branch lines in South West Cork to be compulsorily taken over by the Cork and Bandon Company.

33455. You would compel the Cork and Bandon Company to take over the branch lines and work them?—I would, and I would leave it to the Board of Trade to say what the terms should be.

33456 Was it an objection to the cost or the opposition of the landed proprietors that caused the worst route to be selected?—I would not be afraid of his not giving the land. He would have to do it in any case.

Terms to be left to Board of Trade.

33457. To come to another point—you want to compel the Cork and Bandon to work the Timoleague and Courtmacsherry line?—Yes.

The same procedure to be adopted in other cases.

33458. What does that mean—how are you going to do it; would you allow the Government to say what it ought to work it at?—Yes, I should like the Board of Trade Inspector to say what it ought to be done for; and though I am a shareholder in the Cork and Bandon myself I would say that the Cork and Bandon should do it for that.

33459. Take as a comparison the ordinary case of the compulsory purchase of land?—You pay about 150 per cent. extra for it.

33460. When a man is compelled to sell his land he is given a very full price for it?—A very full price.

33461. But when you are compelling a railway company to buy something against their will, and to take over the working and responsibility of a line, would you give them any more for being compelled to purchase?—No; I would only give them the actual and fair cost of doing it.

33462. Do you know of any precedent for it?—I would be more inclined to give them a percentage to pay themselves.

33463. Of course once they got it they would have no interest in starving the line?—I would give them £4 per mile a week as a minimum, and if the traffic increased beyond a certain point I would give them so much.

33464. Four pounds a mile a week?—That is the minimum of expenses; and if the traffic increased beyond that I would give a certain percentage, so as to make it worth their while to do everything they could to develop and increase the traffic.

33465. But if you had forced them to buy the line they would not be in the best of tempers?—No.

The interest of the working companies would induce proper working of the acquired systems.

33466. Would they not keep the working expenses down and take the £4 a mile a week and starve the traffic?—I don't think it would pay them to do that. The line would get into bad order, and they would make themselves liable for accidents. It would not be their interest to do otherwise than develop the traffic.

33467. Now, just as to one other point that you raised. You spoke of compulsory amalgamation and of two systems; practically that would mean no competition in Ireland?—It doesn't mean any competition.

33468. Do you value the existing competition much?—I don't think there is much competition really.

33469. In other words, you don't think you are giving up anything that is very much?—Not in the South of Ireland.

The loss of competition through an amalgamation of all the lines with two systems unimportant.

33470. In return for amalgamation you would be getting the advantage of a bigger system and more efficient management?—If you amalgamate all the small lines together.

33471. Would you propose that any more control should be exercised by the Government over the railways than it exercises at present?—I don't quite understand your question.

33472. At present there is a certain amount of competition?—Not in the South; I don't think there is any.

33473. But in many parts of Ireland, or in some part of Ireland, there is still competition—to Waterford for example?—Yes—to Waterford there is.

33474. You are proposing to get rid of it?—Yes, I would get rid of it, and the result would be that the railway companies would work in the most economical manner, and the rates would be low in proportion.

33475. You would be depriving Waterford, for example, of whatever protection competition gave it in the past—whatever it was, big or little?—I don't much believe in that protection. If you have your harbour and its conveniences what they ought to be, you will get your share of traffic independent of anything else.

33476. Then your answer is that you are not depriving anybody of anything if you get rid of competition?—Not anything that we ought to have.

33477. You don't think any more Government control is necessary?—Except as a means of getting at the Government. It ought to be made as cheap as possible. In any tribunal in which you have to employ counsel and solicitors nothing but a big corporation can stand the racket.

33478. You are speaking rather of the means of redress?—Yes; but I don't think the Government ought to have too big a finger in the pie. The Board of Trade have put railway companies to unnecessary expense. Where you have a road over which two carts might be crossing in the day their requirements are just the same as in England, where there might be two thousand carts, and you are compelled to put a bridge.

33479. I gather that you don't want to give the Government more hand in the concern than it has at present?—Not in that way.

Examined by Colonel HUTCHESON POË.

33480. I gather from what you say that you consider the procedure under the Act of 1896, which practically left the consideration of the direction that lines should take in the hands of the Board of Works, is not satisfactory, and that you would be glad to see some other tribunal who would, in the case of future extensions, have the direction of them?—I would like to see it done cheaper.

33481. You don't think that the system which makes such a body as that responsible for the direction a line is to take and for the supervision of it satisfactory?—I do not.

33482. You spoke of three extensions—the Clonakilty and two others. I think that these three were made prior to any of those Light Railway Acts?—The Clonakilty and the Bantry were.

33483. And the Ilen Valley?—Yes.

33484. And though the Treasury don't give any recoupment, there was a very heavy guarantee incurred by the district in respect of each of these extensions. From the Board of Trade returns, it appears that there is £200,000 of guaranteed and debenture stock on which the county pays?—In the Clonakilty case the railway company ceased to require the guarantee in 1894, and since then it has paid its way. In the case of the Ilen Valley a large sum was paid for interest, but most of it has been paid back to the county; and in three years more every penny that was advanced by the county, in the shape of interest on the capital of the Ilen Valley, will have been refunded to it.

33485. Are you correct in your statement with respect to the £200,000 guaranteed debenture stock for those three extensions?—The county never had to pay a penny of interest on the debenture stock.

33486. Who paid it?—The companies did.

33487. Then all that the county paid on was the guaranteed stock?—Yes; and in the case of the Clonakilty line it was only paid for fourteen years. The Ilen Valley Company have been paying it, and they will have repaid it in three years more. The Bantry Company have been paying the interest on the debenture stock. The Clonakilty paid 1 per cent., and it will probably be able to pay three per cent. next meeting on the ordinary stock.

33488. The Ilen Valley Extension does not pay?—Not on the ordinary stock.

33489. You consider that the results of these three lines more than justify their construction?—I think they fully justify it.

33490. I gather from your evidence that whether the railways of Ireland should be amalgamated into one or two systems or not, you would be strongly in favour of these ten or eleven little systems that you have referred to in the South of Cork County being brought together and put under the Cork and Bandon Company?—Yes. From your question, I think that possibly you don't understand how those lines were made.

33491. You mean those three particular lines?—Yes.

33492. I suppose the ordinary capital was supplied by the people?—Take the case of the Clonakilty extension. £40,000 was required to make the line. The capital was fixed at £40,000. £20,000 was borrowed on debentures, and a guarantee was obtained for £20,000, half of the ordinary capital. The balance was looked on as waste paper, and the capital was fixed at £40,000, to enable the £20,000 to be borrowed.

33493. The other £20,000 was on paper?—On paper.

33494. That was not economical?—It was looked on as waste paper. Nobody valued it or cared about it.

33495. They never expected that it would pay anything?—No. It was expected that the line would be made with £20,000 and the £20,000 that was borrowed on the debenture stock.

33496. You refer to the disinclination of the county to pay anything more for the Roscarberry extension?—Yes.

33497. That proposal was made in 1886?—In 1886.

33498. Before that was it the desire of the Cork and Bandon Company to divert the traffic to Skibbereen in order that they might get a longer haul?—Yes.

33499. Was there any proposal since to make the extension to Rosscarberry?—We did not see our way to getting a guarantee since.

33500. Then, with the exception of the Timoleague extension and Schull and Skibbereen, the rest of the lines have done very well?—Yes. I think these lines would be very much improved if they were under the management of the Cork and Bandon Company.

33501. Don't you think that the railway company might be prepared, from the light of experience, to meet you more reasonably as to the extension to Rosscarberry?—The railway company would; but I doubt if we could get a guarantee from the county.

33502. Has there been any suggestion to the Cork and Bandon Company to make any of those small lines that you desire?—I think they have a certain amount of control over the Timoleague and Courtmacsherry.

33503. Do you think there would be any great difficulty in getting those different little independent companies in that system to come together and join on, and throw their lot in with the Cork and Bandon Company?—I am afraid there would.

33504. Short of being compelled to do so, they would not be willing to fall in?—Yes.

33505. You refer to Kinsale—is there any railway accommodation there?—No; we are half a mile from the harbour. We made representations twelve years ago, but nothing has been done.

33506. Have you made any representations to the railway company?—Yes; over and over again.

33507. There is a considerable amount of fishing there?—Yes, but it has fallen off. The steam trawlers fishing off the coast have damaged the fishing.

33508. Then there is not the same necessity for extending the railway to the harbour that there was twelve years ago?—I would not say that. If the extension were made now we would get all the fish.

33509. It is diverted to Skibbereen because the fishermen have not the extension, but they would take advantage of a Kinsale extension if they had it?—If they had it.

33510. You speak of a development in the Glengarriff direction: are you aware that the County Councils have power under the Act of 1896 to make a presentment in favour of this harbour extension if they think it desirable?—Yes.

33511. You don't think that that power has been exercised?—Not to my knowledge.

33512. Has it ever occurred to you to make any suggestion in that direction?—I think the subsidy would be practically a guarantee on a certain amount of capital.

33513. They have power to bring before the Treasury anything in the nature of pier or harbour works, and to make a presentment if necessary. I don't think that is generally known? No, I did not know it; but I think if they could get aid from the Treasury there would be no difficulty in getting it done.

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Mr. J. W. Dorman, M.INST. C.E., Kinsale.

Anticipated opposition to amalgamation on the part of the small Cork lines.

A railway extension to Kinsale Harbour to assist the fishing industry suggested.

The power of the County Councils to make presentments in favour of pier or harbour works.

Mr. JEREMIAH MURPHY examined by Lord PIRRIE (in the Chair).

33514. You are a trader from Kerry?—Yes.

33515. Do you represent any public body?—No, I do not.

33516. You are only here to give evidence as a trader?—As a farmer.

33517. You are not in any business?—No; I am not in any business there at all.

33518. The points you wish to give evidence about are farming and, I suppose, the butter traffic especially?—Yes; butter is the principal industry of the district.

33519. What about cattle?—We have cattle and dairying, to some extent.

33520. Where you have butter do you have cattle rearing?—Yes.

33521. Even where you have creameries?—Yes; that is so.

33522. You have no creameries?—There is not a creamery at all.

33523. Are the cattle a good class?—As a rule they are not. The land is not as good as it is in some parts of the country where the creameries are. The land is inferior, and there is an inferior breed of cattle on them.

33524. An inferior breed?—You cannot keep a good breed of cattle on mountainy land.

33525. Do you not give milk to the calves?—Yes.

33526. Are they not made better by the milk?—That is certain.

33527. Do you complain about your markets for fresh butter?—Yes.

33528. What is your complaint?—At one time it was the custom of the district that every farmer manufactured his own butter. It was packed in firkins and was heavily salted, and was all sold in the Cork market. But the butter produced in this way was generally inferior in quality. The cream was allowed to go too long without churning and sufficient care and skill were not bestowed on the manufacture, with the result that after a while prices became so low that butter-making ceased to be remunerative.

33529. Because the butter was not of sufficient quality to compete?—With foreign-made butter.

33530. And, therefore, it got to such a low rate that it did not pay the farmers to send it to the Cork market?—That is so.

33531. What has taken place since?—The farmers and the exporters took the matter in hands, and instead of the farmers salting their own butter the exporters commenced to manufacture the butter. The farmers sold all their butter to them fresh.

33532. That is what they are doing now?—Every farmer sells his butter fresh. He does not manufacture it, except in a few instances.

33533. You are getting better prices for it?—Certainly.

33534. What about the railway rates—are you satisfied with them?—Oh, no. While the butter was packed in firkins and salted the rates were considered reasonable. At present it is churned rapidly and sent to market immediately; and instead of very large consignments you have a number of small consignments and the charges run very high.

33535. Give us one instance?—Fresh butter from the district is consigned in boxes—larger ones of 56 lbs. and smaller ones of 28 lbs. On the small box the charge is 6*d.* for the box going to market; and on the empty box when returned to the consignor there is a charge of 5*d.*

33536. *Mr. Sexton.*—Sixpence for the box of butter and fivepence for the box without the butter?—Exactly.

33537. *Chairman.*—What station is that from?—From Loobridge to Cork—58 miles.

Mr. Jeremiah Murphy, Farmer, Clonkeen, Co. Kerry.

The manufacture of firkin butter by farmers has practically ceased.

Complaint as to excessive rates for fresh butter.

Oct. 22, 1907.

Mr Jeremiah Murphy, Farmer, Clonkeen, Co. Kerry.

Mr. Croker Barrington, Solicitor.—There is some mistake about the empty boxes.

33538. *Chairman (to Witness).*—Have you any delivery note?—No, I have not, but I could produce them if I thought they were required.

33539. You pay that regularly?—Oh, yes—always.

33540. You can send the note to the Secretary?—Oh, yes.

(See Appendix No. 23.)

33541. That's 11*d.* for a quarter of a cwt. of butter—that means 3*s.* 8*d.* for a cwt. of butter in 28 lb. boxes; you consider that exorbitant?—Yes, certainly.

33542. And you think it should be reduced. As to cattle, are you satisfied with the rates?—There are parts of the district that are very remote from the towns; and it is a great hardship that dairy cows and heavy cattle should be walked 20 or 30 miles to a fair.

Suggested reduction of the head rate for live stock in the Kerry district.

33543. You think it would pay the railway companies to reduce their rates?—To establish a head rate for live stock.

33544. So that your cattle could go in some other fellow's wagon?—The system obtains on the Cork and Macroom Railway, with great advantage to the railway company and the public.

33545. You would like the same facility on your line?—Certainly.

An improved train service between Kenmare and Killarney required.

33546. Are you perfectly satisfied with your train service—is it very suitable?—No, it is not suitable. It is unsuitable under the present arrangements. Under these the morning train from Kenmare starts at about a quarter to eleven. People from the district largely use Killarney, as it is the market and fair town; but the train does not reach Killarney until a quarter past noon, and that is too late for you to transact any business.

33547. Can't you go by an earlier train?—No, there is no earlier train. The return train to Kenmare does not reach it until a quarter past one.

33548. In the afternoon?—Yes.

33549. That is the first train to Kenmare in the day?—Yes, exactly.

33550. I take it from what you say that the management is not satisfactory?—They don't seem to take a keen interest in the wants of the district.

33551. I may put it down as your evidence that you consider that it would be for the interest of the railway company to make considerable reductions in the passenger and goods rates?—Certainly.

33552. And that by their doing it they would increase industries in the district?—They would.

Complaint that the rates for lime and limestone are excessive, and a hindrance to the expansion of the traffic.

33553. Have you any industries?—There is an abundant supply of limestone from Kilgarvan to Kenmare, and three public limekilns producing lime of the very best quality. There are also a large number of private limekilns in the district, but the railway rates for lime and limestone are so high that the people make no use of the railway.

33554. What do they do—do they take it by carts?—They take it by carts. Of course only local people can be supplied in that way.

33555. Would you consider that the amalgamation of all the lines into one would help you?—On the Great Southern and Western there is only the one line, and we are as dissatisfied there as if there were twenty distinct lines.

33556. You don't think amalgamation would help you?—I am afraid not.

33557. *Mr. Sexton.*—That line is worked for private profit, but if it were worked by a public authority for the public advantage it would be a very different thing?—It would be.

33558. *Mr. Acworth.*—You never personally brought any complaints before the Agricultural Board or the Board of Trade?—No.

33559. You have not complained to anybody?—No.

33560. This complaint to the present Commission is the first that you have made?—Yes, the first, because as a rule we are not well acquainted with the powers of the Board of Trade in reference to railway management.

33561. Then the action of the railway company in failing to support the local industries is, in your opinion, greatly opposed to the expansion of the traffic?—That is my opinion, certainly.

The action of the railway company in failing to support local industries.

Examined by Mr. Sexton.

33562. I want you to enable the Commission clearly to realise the effect of this system of railway rates on your butter traffic. I understand from you that about twelve years ago the Cork butter market trustees instituted a system that had an excellent effect?—That is so.

33563. They graded the butter, and you were able to get the best price for butter of the best quality?—Yes.

33564. It is of great importance that the butter should be up to this quality?—Certainly.

33565. Now, I believe the farmers find it most convenient to pack in small boxes of 28 lbs. and 56 lbs.?—Yes, because if it were packed in larger boxes it would go too long without churning, and that would cause deterioration.

33566. And owing to the system of the railway rates—11*d.* for the carriage of a quarter cwt. box and 1*s.* 8*d.* for the carriage of a half cwt. box—it works out to this, that the farmer who sends 28-lb. boxes has to pay at the rate of £3 14*s.* 3*d.* a ton, and that the farmer who sends half cwt. boxes has to pay at the rate of £3 3*s.* 4*d.* a ton?—£3 13*s.* 4*d.* and £3 6*s.* 8*d.* respectively.

33567. So that you are forced into the hands of the local dealers who get a ton carried for £1?—Yes.

33568. They send by the ton?—Yes.

33569. They do not distinguish between the qualities of the butter, but give the same price for all?—An average price—no grading.

33570. This takes away from the farmer all inducement to produce the best butter?—That is so.

33571. No matter what the quality of the butter he gets the same price?—About the same price.

33572. Therefore, seeing that because of the high railway rates on these small consignments the trade is thrown into the hands of these dealers, the effect is to lower the quality of the butter exported from your part of the country?—Exactly, and besides in the local market there is no competition, and the price is much lower than in the Cork market.

33573. The railway rate system has nullified the efforts of the Cork Butter Trust?—Yes.

33574. And injured your trade in butter of the first quality?—Yes.

33575. You know that the annual value of the import of butter into Great Britain is £21,000,000, and that Ireland only sends out £3,000,000 worth?—That is so.

33576. There is then a great field for the expansion of the Irish trade?—Certainly.

33577. Denmark, which was formerly far behind Ireland, now supplies three times as much butter to Great Britain as Ireland does?—Yes.

33578. And what prospect is there of Ireland recovering her former position in the trade, unless the railways, instead of causing a deterioration in the quality of the butter, help you to improve its quality?—That is what is required.

33579. If they gave moderate rates for small quantities the quality of the butter sent from Loobridge to Cork would be improved?—Certainly.

33580. And the output of it would be much increased?—Yes.

33581. Are you of opinion that the railways should be organised into one system and governed by a public authority responsible to the people of the country?—Yes, certainly—that is my view.

Examined by Mr. Acworth.

33582. You have been telling us, Mr. Murphy, of the old times when you all made bad butter?—Yes.

33583. I remember that an Irish member told the House of Commons that the inferior qualities of Cork butter were only fit to dilute margarine?—Yes. The comment to some extent was justified.

33584. Then you put your shoulders to the wheel, and did better?—Certainly.

33585. Isn't this a time to put your own shoulder to the wheel again and get decent quantities sent into Cork; how much do you send at a time?—28-lb. and 56-lb. boxes are the average consignment to the Cork market.

33586. How many boxes do you send at a time?—When the butter is churned it is sent off immediately.

33587. And do you only churn enough to send one 28 lb. and 56 lb. box?—Yes; especially in the winter time.

33588. How many people send from Loobridge?—Thirty or sixty or eighty people.

33589. Supposing that each of them sent 28 lbs., that would be a ton of butter going every day?—Yes.

33590. If you put your heads together, and made up one consignment, and sent it to one man in Cork, you would get the tonnage rate without any trouble at all?—That would be impossible.

33591. Tell me why?—The farmers are situated too far apart, in the first place.

33592. They can all get it to the station, to be sent as one consignment?—It is consigned to separate merchants, and when it is booked separately the company charge separate carriage, which must be paid.

33593. If you sent 4 cwt. you would get the tonnage rate?—But a consignment of 4 cwt. from an individual producer would be impossible.

33594. If you and a dozen of friends agreed to deal with the one merchant in Cork, and make one consignment at Loobridge, you would get the tonnage rate?—Yes; but the butter would not be of equal quality, and how could we distinguish.

33595. Never mind the quality. If you sent ten boxes, and agreed to instruct the stationmaster that they were all to be made into one consignment, to be delivered to one dealer in Cork, then you would get tonnage rate?—That could not be carried out at all in practice, in my opinion.

33596. Is it because it would give you trouble, or because the railway rate doesn't hurt you very much?—The merchants are complaining of it exceedingly.

33597. If it pressed you so much you would have worked very hard to avoid paying it?—There is no remedy.

33598. Do you suggest that the usage of the county is what causes the difficulty in adopting it?—I have answered your question.

33599. Or is it because it would give you trouble?—It is impossible. That is my view.

Examined by Colonel Hutcheson Poë.

33600. To follow up Mr. Acworth's questions—you say that there would be a certain amount of trouble in getting other farmers to combine with you so as to give the railway larger consignments; you will also admit that the fact of the railway company having to carry a large number of boxes consigned to a large number of individuals at the other end of the line gives them a good deal of trouble?—Certainly it gives some trouble; but a considerable reduction might be effected.

33601. Is it not easier for the railway company to deal with one large consignment than with an infinitesimal number of small parcels, each of which has to be handled separately?—When the butter is put into the wagons there is no more trouble. On the other hand, it is more troublesome to handle a parcel of 5 or 6 cwt. of butter than a smaller one.

33602. *Mr. Acworth.*—I did not suggest that you should make up a big package of 5 or 6 cwt., but that you should send all your boxes in one lot?—Every consignor, as a rule, has a merchant of his own; and how could you consign twelve boxes intended for twelve different persons to one?

33603. How many merchants are there in Cork?—Practically I don't know the number, but there is a very large number.

33604. *Colonel Hutcheson Poë.*—There must be some who get large quantities?—Some getting large consignments and some smaller.

33605. Is there no possible means by which the farmers themselves could combine and co-operate in the direction which has been suggested to you?—No, there is not. The question has been considered before by the farmers themselves, and by the merchants themselves, and there is no remedy.

33606. It will be very difficult for you to get low rates until you give some help on your part by some combination?—Well, my way of looking at it is this: that when it pays the railway company to despatch a ton of butter for a local dealer at £1 a ton, the charge of over £3 a ton to the producers would bear a considerable reduction. I would not expect to consign at so low a rate, but they could reduce the present rate considerably.

33607. Do you occasionally send 5 or 6 cwt. of boxes?—No; the boxes are sent separately.

33608. One box to-day and another to-morrow?—As soon as it is churned it is sent, because it cannot be kept.

Cross-examined by Mr. Croker Barrington, Solicitor.

33609. Mr. Murphy, you come from Loobridge?—Yes.

33610. You want an earlier train from Kenmare to Killarney for goods and passengers. Isn't there a train at a quarter to seven from Kenmare to Loobridge?—There is not.

33611. Isn't there a train at 9.5 from Killarney to Kenmare?—There is not. It returns to Kenmare at 9.5.

33611a. If you are late for the train at Loobridge isn't there a train at 9.43, which gets into Killarney at 10.25?—Yes; but it is of no advantage—certainly not from Loobridge.

33612. *Chairman.*—It is not a market train?—It is not, for there is no market at Killarney on that day.

Mr. Croker Barrington, Solicitor.—He forgets the Wednesday train.

Witness.—There is this train on Wednesday, but on no other day; it is of no advantage whatever, as Wednesday is not the market day in Killarney. There is no market day in Kenmare.

Mr. Croker Barrington, Solicitor.—On Wednesday there is an early train.

33612a. *Mr. Acworth.*—His answer is that Wednesday is not the day they want for an early train.

The examination of the witness then concluded, and

The Chairman said:—Gentlemen, the sitting of the Commission is now adjourned, and we shall meet again in the Boardroom of the Lancashire and Yorkshire Railway Company, in London, at 11 o'clock, on Friday morning, the 8th November; and we are counting on the railway companies being ready to give their evidence about the first or second week of January, at the latest.

Oct. 22, 1907.

Mr. Jeremiah Murphy, Farmer, Clonkeen, Co. Kerry.

Combination and co-operation of farmers not feasible.

The present high rates for small lots of butter capable of considerable reduction.

The train service—Kenmare and Killarney discussed.

FIFTY-FIFTH PUBLIC SITTING.—FRIDAY, NOVEMBER 8TH, 1907,

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH, and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. W. G. S. ADAMS, Superintendent of Statistics, Department of Agriculture, examined by the CHAIRMAN.

Nov. 8, 1907.

Mr. W. G. S. Adams, Superintendent of Statistics, Department of Agriculture.

33614. What are you, Mr. Adams?—The Superintendent of the Statistics and Intelligence Branch of the Department of Agriculture and Technical Instruction for Ireland.

33615. You have been preparing some railway statistics relating to the cost of transit in England, Scotland and Ireland?—I submit here tables which were asked for by the Commission in continuance of certain statistics which were published some years ago by the Department, and I have attached an explanatory note relating to the interpretation of these tables which the Commission asked should be prepared.

Tables of the average receipts per ton on minerals carried in England, Scotland, and Ireland in the years 1901 to 1906 submitted.

33616. What is your first table?—The first table is a statement showing the average receipt per ton on minerals carried in England, Scotland and Ireland in the years 1901 to 1906, and showing the excess of the Irish average over the English and Scotch average for the same years.

33617. I do not know myself, unless you give us some explanation, what you intend to prove by this table. "The average receipt per ton on minerals carried in England, Scotland and Ireland" will prove nothing unless you can give us some explanation?—I have stated in paragraph 2 of the note attached to the table the limitation of the statistics.

Limitation of the statistics submitted.

33618. Just mention the limitation, will you?—The tables do not afford the material for a comparison of rates in the strict sense of the term, for the carriage of goods and minerals in England, Scotland and Ireland respectively. In the strict sense of the word, a rate is a charge for the carriage of a known quantity and class of goods for a known distance under conditions agreed upon as to receipt and delivery of goods, expedition of transit, liability for loss, etc. In order, therefore, to make comparisons between rates strictly understood it is necessary to allow for length of haul, weight of load, class of goods, the inclusion or exclusion of terminal charges, as well as other differentiating conditions in the respective cases. The official railway statistics do not enable such comparisons to be made, and therefore the attached tables do not afford any adequate evidence for making comparisons between the rates in Ireland and the rates in Scotland or England.

The restricted nature of the United Kingdom Railways' official statistics.

33619. I do not suppose that anybody will take any exception to those limitations, but now what about paragraph 3?—Paragraph 3 states that these comparative tables draw attention to the fact that the average receipt per ton of goods and minerals carried in Ireland is considerably higher than in England and Scotland. In other words, transit is a heavier item of cost to producers and consumers.

Average receipts per ton (goods and minerals) higher in Ireland than in Great Britain.

33620. Of course there may be many circumstances which go to make the rates in Ireland higher than the average rates in Scotland and England?—Yes.

33621. Have you considered those circumstances?—This higher receipt may be due to several causes, such as those already indicated in paragraph 2. But whatever the explanation, the fact of the higher cost remains, and affects adversely the production and consumption of the country. Taken altogether with the statistics of train mileage and tonnage carried, which show how much smaller is the railway traffic in Ireland as compared with England or Scotland, these figures illustrate, especially from the point of view of production, the character and importance of the transit problem in Ireland.

33622. At this point could you hand in a table showing those differences?—Table 1 shows the average receipt per ton on minerals carried in England, Scotland and Ireland and the excess of the Irish average receipt.

33623. Could you hand in a copy of that to go on the Minutes?—Yes.

33624. We will just put on the Notes, as examples from 1901 to 1906, the average receipt per ton of minerals carried in England, Scotland and Ireland—we will put those figures on for what they are worth?—Do you wish me to read them.

33625. No; if you hand them to the reporter they will be included in your evidence?—Table 2 is the average receipt per ton on merchandise.

33626. Are those taken out for the same periods?—For the same periods.

33627. And the basis of calculation is just the same?—The basis of calculation is just the same; they are based on Tables 13 and 14 in the Board of Trade returns. Perhaps I should state that the tables on which they are based are Tables 13 and 14 in the Board of Trade returns. (*The tables were handed in, and are as follows*):—

TABLE 1.—Statement showing the Average Receipt Per Ton on Minerals carried in England, Scotland, and Ireland in the Years 1901, 1902, 1903, 1904, 1905, 1906; and showing Excess of Irish Average over English and Scotch for the same years.

YEARS.	Average Receipt, per Ton, on Minerals carried in			Percentage excess of Irish Average Receipt over	
	England.	Scotland.	Ireland.	English.	Scotch.
	s. d.	s. d.	s. d.		
1901 ..	1 6·28	1 3·44	2 7·81	74·02	106·02
1902 ..	1 6·00	1 3·04	2 8·33	79·51	114 96
1903 ..	1 6·06	1 3·13	2 8·02	77·30	111·63
1904 ..	1 6·01	1 2·92	2 8·67	81·40	118·97
1905 ..	1 6·05	1 2·66	2 7·67	75·46	116·03
1906 ..	1 5·78	1 2·51	2 7·70	78·29	118·47

TABLE 2.—Statement showing the Average Receipt Per Ton on Merchandise carried in England, Scotland, and Ireland in the Years 1901, 1902, 1903, 1904, 1905, 1906; and showing Excess of Irish Average over English and Scotch for the same years.

YEARS.	Average Receipt per Ton on Merchandise carried in			Percentage Excess of Irish Average over	
	England.	Scotland.	Ireland.	English.	Scotch.
	s. d.	*s. d.*	*s. d.*		
1901	4 10·96	5 0·45	6 10·74	40·34	36·88
1902 ..	5 0·44	5 0·88	6 11·26	37·76	36·76
1903 ..	5 8·25	5 0·75	7 0·42	23·69	38·97
1904 ..	5 8·14	5 0·66	7 0·29	23·70	38·95
1905 ..	5 7·35	4 11·92	6 11·45	23·92	39·29
1906 ..	5 7·73	4 11·17	6 10·05	21·14	38·67

NOTE.—A change of the classification of "Merchandise" and "Minerals" was made in 1903. The figures for 1903 and subsequent years are therefore not strictly comparable with the figures for the years prior to 1903. In this connection the following statement supplied by the Board of Trade may be of interest:—

"Prior to 1903 there was a considerable diversity of practice amongst the various railways with regard to the articles included by them under the respective heads of "Minerals" and "General Merchandise." The Board accordingly took steps to secure uniformity in this respect, and general directions were given by them in the year 1903 that from the commencement of that year the heading "Mineral Traffic" should include all the articles enumerated in Classes A and B in the Railway Clearing House Accounts, together with any other traffic invoiced at or below 3*s.* per ton. The returns furnished to this Department for 1903 and subsequent years have been compiled on this uniform basis, and the figures for the years compiled on the very divergent bases which were found to have existed prior to 1903 are not available."

33628. As a matter of compilation I have no doubt those figures are all correct. Then there will be on the Notes the average receipt per ton on minerals for those periods that I have named, and the average receipt per ton on merchandise?—Yes. Then there is in Tables 3, 4, and 5 the average receipt per first-class passenger, per second-class passenger, and per third-class passenger for the same years, 1901 to 1906, in England, Scotland, and Ireland respectively.

33629. Very well; all those figures will go on the Notes just as you have given them. You have taken the passengers separately, I see—the first, second, and third classes separately?—Yes. That is how they were requested to be handed in to the Commissioners.

33630. *Mr. Acworth.*—I take it that excludes the seasons altogether in each case?—Yes.

33631. *Sir Herbert Jekyll.*—Does that include all goods and passenger traffic on the railways?—I believe that it does.

33632. In both cases?—Yes.

33633. In England as well as in Ireland?—Yes; it includes all the passenger traffic.

33634. *Lord Pirrie.*—It includes excursion traffic, of course?—Yes.

33635. *Mr. Acworth.*—It relates to the total receipts, and, therefore, it would include all light railways?—It would include all light railways; it was based on the Board of Trade returns.

33636. *Chairman.*—Then the tables, which will be handed in, will show the average fare for first, second, and third-class passengers carried in the three countries—is that so?—Yes. The last table, number 6, is simply an extract from the Board of Trade Returns of the mileage run by the goods and mineral trains; (2) the tonnage of goods and minerals carried, and (3) the length of line in miles open in Ireland, England, and Scotland respectively for the years 1895, 1900, and 1906.

The Tables were handed in, and are as follows:—

TABLE 3.—Statement showing the Average Receipt per First Class Passenger carried in England, Scotland, and Ireland in the years 1901, 1902, 1903, 1904, 1905, 1906, respectively; and showing Excess of Irish Average over English and Scotch for the same years.

Tables of the average receipts per passenger carried in England, Scotland, and Ireland — years 1901 to 1906.

YEARS.	Average Fare per First Class Passenger carried in.			Percentage excess of Irish Average over	
	England.	Scotland.	Ireland.	English.	Scotch.
	s. d.	*s. d.*	*s. d.*		
1901 ..	2 1·74	1 5·44	2 3·90	8·39	59·98
1902 ..	2 1·33	1 6·54	2 3·76	9·60	49·73
1903 ..	2 1·13	1 6·03	2 4·08	11·74	55·74
1904 ..	2 0·68	1 5·33	2 2·61	7·82	53·55
1905 ..	1 11·61	1 5·88	2 2·34	11·56	47·32
1906 ..	1 11·84	1 6·11	2 3·19	14·03	50·14

NOTE.—All railways in each of the three countries are included.

TABLE 4.—Statement showing the Average Receipt per Second Class Passenger carried in England, Scotland, and Ireland in the years 1901, 1902, 1903, 1904, 1905, 1906, respectively; and showing Excess of Irish Average over English and Scotch for the same years.

YEARS.	Average Fare per Second Class Passenger carried in			Percentage excess of Irish Average over	
	England.	Scotland.	Ireland.	English.	Scotch.
	s. d.	*s. d.*	*s. d.*		
1901 ..	0 10·55	—	1 3·78	49·86	—
1902 ..	0 10·63	—	1 3·90	49·62	—
1903 ..	0 10·55	—	1 3·56	47·49	—
1904 ..	0 10·73	—	1 3·67	46·94	—
1905* ..	1 1·80	—	1 3·85	14·80	—
1906 ..	1 4·50	—	1 4·24	1·58	—

* Second Class abolished on the Metropolitan and District Railway.

NOTE.—All railways in each of the three countries are included.

TABLE 5.—Statement showing the Average Receipt per Third Class Passenger carried in England, Scotland, and Ireland in the years 1901, 1902, 1903, 1904, 1905, 1906, respectively; and showing Excess of Irish Average over English and Scotch for the same years.

YEARS.	Average Fare per Third Class Passenger carried in			Percentage excess of Irish Average over	
	England.	Scotland.	Ireland.	English.	Scotch.
	s. d.	*s. d.*	*s. d.*		
1901 ..	0 6·34	0 6·67	0 11·95	88·49	79·16
1902 ..	0 6·29	0 6·68	0 12·09	92·21	80·99
1903 ..	0 6·30	0 6·75	0 11·99	90·32	77·63
1904 ..	0 6·27	0 6·86	0 11·94	90·43	74·05
1905 ..	0 6·21	0 6·99	0 11·79	89·86	68 07
1906 ..	0 6·11	0 6·94	0 11·92	95·09	71·76

NOTE.—All railways in each of the three countries are included.

Nov. 8, 1907.

Mr. W G. S. Adams, Superintendent of Statistics, Department of Agriculture.

Statement of train mileages—tonnage and length of lines open in Ireland, England, and Scotland, respectively, years 1895, 1900, and 1906.

TABLE 6.—Statement showing, according to the Railway Returns published by the Board of Trade, (1.) the Mileage Run by Goods and Mineral Trains, (2.) the Tonnage of Goods and Minerals Carried, and (3.) the Length of Line in Miles open in Ireland, England, and Scotland, respectively, for the years 1895, 1900, and 1906.

1895.

——	Ireland.		England.		Scotland.	
Mileage of Goods and Mineral Trains, ...	Miles,	4,737,197	Miles,	127,109,600	Miles,	18,587,805
Tonnage of Goods and Minerals (Total), ...	Tons,	4,759,457	Tons,	230,324,942	Tons,	49,147,494
Length of Line (Single), ...	Miles,	2,561	Miles,	5,170	Miles,	2,007
„ „ (Double or more), ...	Miles,	612	Miles,	9,481	Miles,	1,343

1900.

——	Ireland.		England.		Scotland.	
Mileage of Goods and Mineral Trains, ...	Miles,	5,204,790	Miles,	153,255,620	Miles,	21,588,323
Tonnage of Goods and Minerals (Total), ...	Tons,	5,151,310	Tons,	359,524,742	Tons,	60,253,461
Length of Line (Single), ...	Miles,	2,557	Miles,	5,094	Miles,	2,050
„ „ (Double), ...	Miles,	585	Miles,	2,222	Miles,	1,417
„ „ (Three), ...	Miles,	1	Miles,	160	Miles,	8
„ „ (Four or more), ...	Miles,	—	Miles,	719	Miles,	10

1906.

——	Ireland.		England.		Scotland.	
Mileage of Goods and Mineral Trains, ...	Miles,	5,129,084	Miles,	133,107,697	Miles,	20,642,583
Tonnage of Goods and Minerals (Total), ...	Tons,	5,840,730	Tons,	413,329,849	Tons,	69,629,104
Length of Line (Single	Miles,	2,702	Miles,	5,280	Miles,	2,276
„ „ (Double), ...	Miles,	660	Miles,	9,333	Miles,	1,512
„ „ (Three), ...	Miles,	1	Miles,	218	Miles,	27
„ „ (Four or more), ...	Miles,	—	Miles,	1,028	Miles,	32

NOTE.—The mileage of Goods and Mineral Trains does not include the mileage of mixed trains—nor the tonnage of Goods and Minerals which is carried by mixed trains. The total tonnage carried by "Mixed Trains" is small—the figures for 1906 are—England, 171,560 tons, and Ireland, 345,994 tons. No "Mixed Trains" are returned for Scotland.

The statistics of train mileage of Goods and Mineral Trains, and of the total tonnage of Merchandise and Minerals carried in England, Scotland, and Ireland respectively show that the quantity of Goods and Minerals carried per train mile in England and Scotland is much higher than in Ireland. This fact may be due to the prevalence of average shorter haulage or to heavier train loads, or to both of these conditions, in England and Scotland as compared with Ireland. It will be observed, however, that while the statistics published by the Board of Trade include the mileage of Live Stock trains in the number of miles travelled by Goods and Mineral trains, there is no allowance for these Live Stock freights in the corresponding tables of total tonnage of Goods traffic, and as the transit of Live Stock is, proportionately to the total Goods traffic, much larger in Ireland than in England or Scotland, the contrast as regards the tonnage of Goods and Minerals carried per train mile is not as great as it appears.

33637. Have you any information with reference to the imports and exports of Ireland with you—any statistics?—I have the first and second reports dealing with the statistics for the years 1904 and 1905.

33638. With regard to the year 1905, what figures have you got there before you?—I have got a detailed report with the full figures.

33639. That is the report which we have all got?—Yes.

33640. I do not think we need encumber the Notes with that?—There is no further information yet published. The third report will be issued in the course of a few months.

Particulars included in the tables submitted, asked for by Commission.

33641. Are those all the statistics you have prepared in reference to the Irish railway traffic generally?—Yes. I should like to point out that this is the statement asked for by the Commission, and I was requested to attend simply to explain these particular figures and tables which the Commission desired to have; therefore, I have not prepared any general evidence.

33642. No; I think the tables explain themselves?—I think they do, but there may be questions asked about them.

33643. Of course, as you have very fairly said, there are different conditions relating to these figures; you named them in the first part of your evidence. You can give reasons, I daresay, why the average rate per ton, on minerals for instance, in Ireland is larger than in England?—Yes. I can see many probable reasons.

33644. At any rate, there are the figures for what they are worth?—There are the figures for what they are worth, and they draw attention to a very important fact; that is our contention about them.

33645. The important fact being that whatever the cause, per ton they cost more in Ireland than in the other countries?—Yes; the cost of transit, looking at the production and consumption of the country, is a heavier item here, and the cost of transit falls ultimately on the producers and consumers of the country.

Examined by Mr. SEXTON.

33646. I observe from your last report that the imports and the exports in 1905 increased from the preceding year by about the same amount?—Yes; that is in the general summary.

33647. It remains true, according to your estimate—your figures may be taken, I believe, as a reasoned estimate—that the imports into Ireland in 1905, as

in 1904, exceed the exports from it by about £4,000,000 a year?—That is what our present evidence shows.

33648. You say there is a good deal of difficulty in making a complete account of Irish imports and exports?—Yes.

33649. Can you briefly state the nature of that difficulty?—The root of the difficulty is the absence of a document which clearly states the description of the goods, the weight of the particular consignments, and the value of those consignments.

33650. The difficulty applies to every element of the computation?—Yes.

33651. The class of the goods, the quantity of the goods, and the value, I suppose, of the unit of weight or measure?—Yes.

33652. The difficulty extends over the whole field of inquiry?—It does; but it is more acute in certain classes of goods than in others.

33653. Can you give an instance?—For example, it is easier to get the import of wheat and the value of the import of wheat than it is to get the real nature and the value of cotton and other goods which come in under the general head of drapery; in other words, drapery will include the most various terms.

33654. Goods that are visible to the eye are more easily valued than goods that are wrapped up in cases?—Yes.

33655. The exports from Ireland are, I think, to the extent of three-fourths of the whole value comprised under about a dozen heads?—Yes; the number of big items in our exports is small.

33656. Animals, bacon, hams, butter, eggs, poultry, linen, ships?—Yes.

33657. Those are easily valued? Yes.

33658. They are much more easily valued than the imports?—They are much more easily valued than the imports.

33659. Does the difficulty then of forming a complete account apply much more to the imports than to the exports?—It does.

33660. May it then be said with confidence that if there were a complete account the effect would be to increase the quantity and value of the imports more than of the exports?—I doubt that. I think we have no evidence to show whether it would be one way or the other, because so far as the gross quantities coming in are concerned, we may be assumed to have as complete a return of the one as the other; but whether our estimates of value err on the side of excess or defect—we cannot tell.

33661. But at the time of making the accounts, when the harbour body or the shipping company make the account upon which you proceed, they have a more visible and easily-measured basis on which to proceed in the case of exports?—The goods exported are to a large extent visible.

33662. They are easily numbered, easily weighed, and the prices of them, per unit of value, are well known?—Yes. All the same I do not wish to minimise the difficulty of getting the value of exports, which is very considerable.

33663. I am not so much upon the absolute difficulty in either case as upon the relative difficulty between exports and imports?—The relative difficulty is more in the case of the imports.

33664. That may be stated in another way, that you are likely to arrive at a more complete account of the exports in your present inquiry than of the imports?—It is more complete in the sense that the items are fewer and more simple, but it is not more complete, in the sense that we may have omitted to allow for quantities in the imports which we have allowed for in the corresponding exports.

33665. You can more easily arrive at the goods actually exported than you can at those imported?—We can.

33666. Of course errors in value may occur on either side of the account?—Yes.

33667. Now, did the harbour authorities give you all the information in their possession?—I believe so, especially now that we have been able to explain fully, and give them proof of the nature of the work that is being done. I may say that every harbour authority which has the information available gives it.

33668. Some of them have all you want?—No.

33669. None of them?—None of them.

33670. In what respect are the most fully informed of them deficient?—In this respect, that even the best of them have only the ship's manifest to go on, and the ship's manifests themselves are defective.

Incomplete nature of the statistics obtainable from the harbour authorities.

33670A. *Chairman.*—Certainly.

33671. *Mr. Sexton.*—Then other harbour authorities in Ireland, I suppose, especially those that collect no dues on goods, have no material whatever?—No.

33672. They keep no account?—They keep no account.

33673. Those who had accounts gave you all the information they had?—They gave us all the information they had.

33674. Then as to the shipping companies, in the case of either deficient information or no information whatever in the hands of the harbour authority, do the shipping companies respond readily?—Some do; others do not.

33675. May I ask what companies gave you the information?—I might say that such companies as the Newry and Dundalk Steampacket Company gave us information; I have not a list of them; I think it would be better to make no distinction between the companies that did and those that did not.

33676. Can you give some idea of their relative importance?—I think I can say that with the exception of some two companies at the present time all the large companies in Ireland have given the information, and one of those two companies has within the last week agreed to give us the information, so that we are practically narrowing it down.

Difficulty in obtaining details of inwards and outwards traffic from some carrying companies.

33677. That is important. Do I understand that all the large companies have given the information except one?—All but two within the last few weeks.

33678. And one of the two has now come forward?—One of the two has now agreed to give us this information, and I have hopes that the remaining one will also come forward.

33679. Is it a shipping company only, or is it also a railway company that is standing out?—I may say that it is both a railway company and a shipping company. I do not think it is of cardinal importance unless you would like to have fuller particulars.

33680. I should like to hear fuller particulars?—I think it would be better if I may be allowed simply to leave the matter as it stands, inasmuch as we have been carrying on the negotiations, and it has been extremely difficult to carry these things through.

Negotiations in progress with several companies.

33681. As far as your evidence goes that would be so; but when we pass beyond your evidence to the public interest, if we leave the matter as it stands, you will have no legal power to obtain information either from harbour authorities or from shipping companies?—I think the position is materially changed now that we have been able to show what we are doing. For example, this company that we have recently agreed with is satisfied that no disclosure of their private trade will take place. That is really what has been one of the elements holding back companies from giving information.

33682. You gave assurances that in no case would you make such disclosure?—We did.

33683. But, still, in some cases the information was not made available?—In some cases.

33684. It is of great importance to Ireland that there should be from year to year an accurate account of imports and exports. I will ask you to tell the Commission whether you have any suggestion to make for the purpose of securing that the account shall be complete?—Yes; I have this suggestion, which was put forward at an earlier date, that the Department should be given powers to require adequate returns both as regards imports and exports, which returns should show to their satisfaction the description of goods, the weight of the goods, and their value.

Suggestion that the Department of Agriculture should be given statutory powers to require adequate returns of imports and exports.

33685. *Lord Pirrie.*—Is not there an Act of Parliament dealing with that?—No, but if one goes the length of the Census of Production Act, I do not see why one should not go the length of requiring the imports and exports.

33686. *Mr. Sexton.*—The arguments depending upon these considerations are so weighty, and these considerations have such influence in determining questions that I think we cannot do without an accurate return. Do you agree?—I do.

33687. That there should be legal power to obtain the material for the accurate return?—Yes.

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33688. You have appended to your Report a return of great importance which shows the total quantities and values of agricultural produce imported into the United Kingdom in each year, and the quantities exported from Ireland?—Yes.

33689. What does that return suggest to you as to the power of expanding Irish exports by a system of railway rates which would place Ireland upon a fairer footing?—All I am prepared to say is that this comparative table shows the greatness of the market and the possibility for Irish supplies to a large extent capturing that market. It likewise shows the strength of the Irish exports in certain particular lines.

The possibility of great expansion in Ireland's export traffic in agricultural produce to English markets.

33690. It shows the strength of the Irish exports, for instance, in animals, especially in cattle, sheep, and swine, but I find the import of dead meat from the ends of the earth—the most distant countries—is double the value of those exports from Ireland. Does that suggest to you that there is something in our system of transit which leaves Ireland in a position so far from commanding the market notwithstanding her favourable position for doing so?—I think that transit is an extremely important item in the cost of production, but I am not prepared to go further than I have done in the second and third paragraphs.

Transit an important item in the cost of production.

33691. Great Britain imports on a vast scale from Australia, America, and the most distant countries?—Yes.

33692. You have here two diagrams; I think they are extremely useful; I should hope the Commission and others interested in such questions will study them. The traffic in butter and in eggs now amount to six millions sterling annually from Ireland?—Yes.

The relative extent of Irish and Continental exports of butter and eggs to Great Britain.

33693. In butter the Irish export is only one-eighth of the whole import to Great Britain, and in the egg trade the Irish export is about one-fourth?—Yes, as regards quantity.

33694. Yes. The Irish eggs are so much better than the Russian that though the Russian quantity is larger the value is less?—Yes

33695. Just a question about these diagrams. Denmark is the only country that exceeds Ireland in the export of butter to England?—Yes.

33696. Looking at your diagram, does it appear that the reason why Denmark has beaten Ireland in the butter trade is that the supply from Denmark follows the course of the consumption from month to month—follows the course of the total import into England from month to month each year?—Yes.

33697. Whilst the Irish supply rises high in only one month and falls very low indeed in five months?—Yes; that top line shows simply the foreign import, and therefore the total consumption line of England would have to be the line rectified by the English production and the Irish import.

33698. By the home production?—Yes, precisely.

33699. But, taking it as it stands, is it not apparent that the advantage that Denmark has in the butter trade is due to the circumstance that from month to month the supply from Denmark follows pretty generally the gross consumption, as indicated by the total imports?—I should say that that is one of the factors, certainly.

The export of these commodities would be stimulated by improved transit, and increased winter production.

33700. You would say that a system of transit which stimulated the export of butter from Ireland from month to month throughout the year would greatly tend to give Ireland the control of the market?—Do you mean by "stimulates" which helps the particular seasons?

33701. Yes?—I would say that certainly would have the effect of aiding production in those seasons.

33702. I should say that Ireland needed that development in certain months, but if the supply was more even from month to month that would tend to give Ireland a better position?—Certainly.

33703. You would say that Russia commands the egg trade because the supply from Russia seems to follow the course of consumption from month to month as indicated by the total imports; you see the curve and general inclination of the Russian diagram follows the direction of them in the general imports?—Yes; Russia is the predominant factor.

33704. In like manner, if you had in Ireland a railway system that would develop the egg traffic, do you think it would be easy for Ireland to get to the top of the trade?—I think that if Ireland had more of a winter production of eggs it would certainly strengthen its position, but following that line in the diagram, the Russian import of eggs is more concentrated at one particular point than even the Irish export of eggs.

33705. But does it not appear to be quite practicable by care and skill to put the leading position in these two trades into the hands of Ireland?—Yes. I think Ireland has the leading position in eggs at the present time.

33706. In value, yes, but in quantity?—In quantity no.

33707. Now, a few questions about the average railway receipts per ton. You are aware, are you not, that the reference to this Commission directs us to inquire, and indeed, it assumes the need for inquiry, as to what has retarded the expansion of traffic upon the Irish lines; and, further, to ascertain how to utilise the Irish lines more fully in the development of the resources of the country, that is, of its industries and trade. Are you aware that such is the reference?—Yes.

33708. When you say that the average railway receipt per ton of minerals and merchandise carried is a heavier item of cost to the producer and consumer in Ireland than it is to the producer and consumer in England or Scotland, does not that very directly point to the cause of the retardation of the expansion of traffic on the Irish lines?—I certainly think this fact which is shown of the higher cost and the comparatively small amount of trade that is shown on Table 6 relatively to England and Scotland, points to one of the causes of the slow economic pulse of the country.

33709. You realise that there may be explanations and theories to account for, or to minimise the striking difference, but you say, whatever the explanation may be, the fact remains that the cost of carriage per ton is a higher cost in Ireland, and this fact, whatever the explanation may be, affects adversely the production and consumption of the country?—Yes.

33710. Do you mean that the cost of carrying a ton of goods in Ireland, being a larger element in the price of the goods than it is in England or Scotland, makes a heavier demand upon the capital of the producer and the income of the consumer?—Taking the country as a whole, that is so.

33711. So many tons cost so much to carry?—Yes.

33712. That is an undoubted fact, and the average derived from these factors shows that the individual ton, upon the whole, costs more to carry?—Yes, that carriage has to be paid by somebody.

33713. The producer; the manufacturer in the first place has to find the money for it?—Yes.

33714. But the consumer has to find the money to pay for it in the price—does not that factor alone explain the difficulty—insuperable, so far—of developing Irish manufactures?—I am not prepared to say that it does, but I think it is a factor.

33715. I cannot let so valuable a witness go without asking a little more. If the Irish manufacturer has to pay, that cost of transit forms a larger element in the price of what he has to sell, and he has to advance the cost—does not that subject him to a special disadvantage which tends to limit his manufacture?—Regarding the country as a whole, it is perfectly clear that it does.

33716. And in like manner the consumer?—And the country as consumers.

33717. Then what has retarded the expansion of traffic upon the Irish lines?—The fact that the Irish lines make a higher charge for the conveyance of goods.

33717A. And how are the Irish lines to be utilised for the development of the resources of the country?—By making a charge on a fairer level with the charge in England and Scotland. To my mind the position has to be kept quite clear—the distinction between the rate and the receipt.

33718. I am not now at all upon a scientific or technical discussion of rates; I am upon the more substantial question of burden, and upon that your evidence is admirably clear. You show the distinction in a more lucid way between comparison of rates and addition to cost of production. Is it not obvious that so far as transit is a heavier cost in Ireland than in England or Scotland, and does, therefore, affect adversely the production of the country, that fact accounts for the retardation of the traffic on the lines?—It is certainly one of the causes.

33719. Are you aware that in England the railways usually collect and deliver merchandise?—Yes; I am informed that they do.

33720 And that in Ireland they do not?—Yes.

33721. Except one company in a few towns?—So I am told.

33722. Very well. If this 5*s.* 7*d.* which we find to be the average receipt per ton of merchandise carried in England in 1906 included the average charge for collection and delivery, and the Irish charge of 6*s.* 10*d.* did not, how does this affect the comparison?—I think that so far as these returns are concerned, one can, to a large extent, eliminate that, for the simple reason that the instructions which the Board of Trade issues to the companies definitely say to them that they are to exclude the charges for receipt and delivery. Perhaps I may read the actual directions, which, I think, clear the point up.

33723. Yes?—It is under the heading, "Receipts for Merchandise." Those are instructions for preparing returns under the Acts 34 and 35 Vic., c. 78, and 51 and 52 Vic., c. 25—instructions to the companies issued by the Board of Trade in connection with these statistics:—"As the greater number of the large companies already return the receipts for the carriage of merchandise, less the cost of cartage, it is requested that for the sake of uniformity all companies, including those which do their own cartage, will follow the same rule." I was puzzled myself about that point and made inquiry to find out what was the practice, and so far as the information is available——

33724. The return, you know, purports to show the whole receipts?—Yes. But I inquired to assure myself as to what was what, because I knew there were different practices in the two countries.

33725. Then if the railway companies which do collect and deliver exclude the charges from the receipts in some manner not shown or indicated in the returns, there would be a parity as between the English companies and the Irish companies in that respect, but at present I fail to see how it can be reconciled with the assumed completeness of the receipts?—It is evident from what the Board of Trade say that they attempt at least to get the returns made up on the same basis.

33725A. *Chairman.*—If there is anbody in the room who has got a half-yearly report of an English railway, Mr. Sexton will see at once how it is done.

Mr. Smyth (*G.S. and W.R.*).—There is one here of the Great Northern of Ireland, who do the same thing—less cartage deducted.

33726. *Mr. Sexton.*—May we take it then that the receipts as shown in the Board of Trade returns are always less collection and delivery?—So far as they know.

33727. I want to get upon the Notes in a few words the general effect of your returns. No. 1 shows that the average receipts for carrying a ton of minerals in England and for carrying a ton of minerals in Scotland last year were altogether only equal to the cost of carrying one ton of minerals in Ireland—the average cost?—Yes.

33728. That is a strange result. Some attempt was made to account for it by the suggestion of shorter hauls in England?—Yes.

33729. But there are also short hauls in Ireland, and looking at the total tonnage of Great Britain, would it not require an immense volume of shorter hauls to affect the average seriously?

33729A. *Chairman.*—You see that millions of tons carried in England are all carried short distances. They are carried to the ports for export.

33730. *Mr. Sexton.*—It would require an immense reduction. Short hauls is a relative term; it would require an immense number of short hauls to produce a substantial effect on the average in England or Scotland, but a relatively small amount of short haulage would produce a corresponding effect in Ireland?—The Irish total figure is very small.

33731. These things are not to be assumed. If any assumption is to be made it must be tested by careful and exact inquiry?—Precisely. I consider that these figures are put forward as a general statement which gives the material for a thorough inquiry. They do not profess to give an explanation, they simply state a fact which has got to be explained.

33732. Then the average receipt per ton on merchandise was in Ireland last year 21 per cent. over the receipt in England, and 38 per cent. over the receipt in Scotland, and in the case of merchandise, I presume that no general suggestion of shorter hauls could not be made?—I cannot say what the railway companies say to it.

33733. Does it occur to you that whilst that plea may be suggested in regard to minerals it does not apply so obviously to general merchandise?—Not so obviously, but it does apply to some extent.

33734. I suppose you know that about two-thirds of the total imports into England come to London and Liverpool for distribution throughout the country—that does not indicate short haulage?—No.

33735. Then the average fare of the first-class passengers in Ireland is 14 per cent. over England and 15 per cent. over Scotland?—Yes.

The percentage excess of Irish passenger fares over English and Scotch.

33736. The average fare of second-class passengers is stated to be about the same in England and Ireland, but we have heard in evidence that, taking the normal third-class rate at a penny a mile, the Irish second-class exceeds that 50 to 75 per cent., but the usual excess in England is only 25 to 40 per cent.; it seems hard to reconcile those two figures?—That figure is absolutely based on the Board of Trade returns.

33737. Then as to the third-class passenger. You have already said that the average cost of carrying a ton of minerals in Ireland is as much as the average cost of carrying a ton in England and a ton in Scotland, added together. There is the average fare of a third-class passenger in Ireland about equal to the sum of the average fares of one third-class passenger in England and one in Scotland?—Yes.

The small load per train mile on the Irish railways points to the poorness of the resources of the country.

33738. What significance do you attach, in addition to the figures of receipt per ton, to the miles run and tons carried in the three countries?—It shows one thing, that there is much less carried per train mile. That is capable of explanation.

33739. Taking Ireland and Scotland, the length of line is about the same, but the train mileage in Scotland is about four times as much?—Yes.

33740. That shows the poorness of the resources in Ireland?—Yes. In order to make that point satisfactory, it seems to me we should take in what the Board of Trade call the total mileage—the total track mileage. I think there has been a certain amount of confusion caused by not distinguishing between the geographical mile and the track mile.

33741. You take the length of line, do you not, here?—Yes, in that return.

33742. But not the length of track?—This shows the length of line, but it also shows whether it is single, double, or treble line, and, therefore, enables you to get the length of track.

The disparity between the tonnage per train mile in England and Scotland, compared with Ireland, indicates poor development of Irish railway traffic.

33743. But taking the length of line, the Irish and the Scotch length is about the same, but the Scotch train service is four times as many miles, and the Scotch tonnage is twelve times as much?—Yes.

33744. The English length is not quite five times the Irish, but the train mileage is twenty-six times as much, and the traffic seventy times as much?—Yes.

33745. What does that indicate to you; what significance do you attach to that in reference to any conclusion that you would draw as to the relative receipts per ton?—It shows an enormous difference in the railway development of the two countries.

33746. It shows that Ireland is an extremely undeveloped country?—So far as railway traffic is concerned.

33747. A country in which greater encouragement is needed for the purpose of development?—Certainly.

The necessity for greater encouragement to promote Irish development.

33748. When you find in such a country—bearing in mind those figures—that the train mile in Ireland is made to yield as high a receipt as the train mile in England and Scotland, what conclusion do you draw? Does not that fact strongly confirm the conclusion to be drawn from the comparative average receipts per ton?—I should like to get an explanation of that first. Do you mean that the defectiveness of the statistics, in not giving us, for example, the statistics of the relative length of the haul of goods, complicates so much the problem?

Pressure of rates in Ireland in relation to the similarity of receipts per train mile with those of Great Britain, combined with the difference in train mileage and the volume of traffic.

33748A. Yes, but you see the train mileage stands in a certain proportion in the three countries; the volume of traffic in Ireland stands in a very much smaller proportion to the train mileage than the volume of traffic in the other countries?—Yes.

33749. Then, when you find the train mile in Ireland yielding about as large a receipt as the train mile in the other countries, is it not obvious that the

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pressure of rates must be greater?—It is certainly a point for investigation.

The following took place at the end of the Witness's examination:—

33749A. *Mr. Sexton.*—There is one point which I forgot. These returns show, I think, that in the year 1906 the proportion between the miles run and the tons carried in Ireland was an average of slightly over a ton per mile; in England over three tons per mile, and in Scotland about three and a half tons per mile, but the train mile in Ireland yields about as large a revenue as in England, and somewhat larger than in Scotland.

33750. *Colonel Hutcheson Poë.*—4*s.* 6*d.* per train mile, passengers and goods.

33750A. *Mr. Sexton.*—I am putting it broadly. The train mile in Ireland yielded about as much as in England, and a little more than in Scotland.

33751. *Colonel Hutcheson Poë.*—As much as Scotland, and a little less than England.

33751A. *Mr. Sexton.*—Something about the same. The average tonnage per mile in Ireland was 1, in England 3, and in Scotland $3\frac{1}{2}$, but the receipts per train mile were about the same in the three countries. (*To the Witness*).—Is that so?—Yes. I know that those three figures exist, but what I am not quite certain about is the co-relation of them. The mileage of goods and mineral trains, and the tonnage of goods works out as you say.

33752. It does; and then, if we say that the train mile revenue in the three countries is about the same, that raises a very serious question?—Yes, it does.

Examined by Mr. Acworth.

33753. Let us just follow that point up. I think you rather accepted my friend Mr. Sexton's idea that there must be necessarily much less carried per train mile in Ireland?—That there must necessarily be much less carried?

33754. Much less load per train mile. If you did not accept it, do not?—I am not quite sure that I am following what you say.

33755. Let us deal with it in a particular case—that the average train load was less in Ireland, was the point?—The average load per train mile is less.

33756. That is to say, that the specimen train in Scotland would have more tons in it, presumably, than in Ireland. That was the assumption: if Ireland carried less tonnage in any particular train that you happened to stop on the road you would expect to find fewer tons on the Irish train than on the English train. That was the assumption?—I did not think that that was the assumption.

33757. You do not accept that necessarily?—I do not think that point stands.

33758. I think that was the point that was taken.

33758A. *Chairman.*—Mr. Sexton's point absolutely was that the train mile receipt for a goods train in Ireland was about the same as in Scotland; *ergo*, seeing that the traffic was enormously greater in Scotland than in Ireland in relation to the number of train miles, the average per ton paid by the consumer must be more in Ireland than in Scotland. That was the point, whether right or wrong, the railway will answer. I do not think this witness can answer that.

33759. *Mr. Acworth.*—I just wanted to ask him this. The way it strikes my mind is this: the Scotch train mileage is four times the Irish, taking it roughly?—Yes.

The Scotch tonnage and train mileage.

33760. The Scotch tonnage is twelve times as much?—Yes.

Length of haul statistics not available.

33761. If the tonnage went the same distance in the two countries that would clearly mean that the Scotch train had three tons in it for every ton the Irish train had?—If you are assuming an absolute equality of haul.

33762. If, on the other hand, the Scotch ton on the average went three miles and the Irish ton on the average went nine miles, it would not prove anything; you would have the same tonnage in the trains of the two countries?—You have got the two factors in both cases, the length of haul and the load.

33763. We have not got any figures here of haul; therefore, if any of us like to guess that the average ton in Ireland is carried three times as far as in Scotland no one could contradict it?—That is one of the things I think an investigation should bring out.

33764. I wanted very much to ask you that. You have taken a very great interest in this question, and have investigated it as far as you can?—I have prepared the statements.

33765. You have been stuck up against this point, that we have not got the length of haul?—Yes.

33766. Do you think from the point of view of being able to give valuable statistics for guidance it is desirable that you should do it?—I do. I do not think that train mile statistics give everything, but they give something.

33767. Apart from every other point of view, do you think from the point of view of your investigations that would enable you, not to answer this question finally, but at least to get rid of some of the difficulties?—Certainly.

33768. You spoke of the pressure of the rate on the consumer in Ireland as being greater; is that necessarily so?—We have agreed that we cannot discuss the distance; we cannot deal with that, but are you sure of your conclusion that—I will take it in your own words—transit is a heavier item of cost to producers and consumers in Ireland than in Scotland?—Quite sure.

33769. Are you sure that is necessarily so?—As a general statement, it is.

33770. Let us take it and see if it need be true. For instance, there is a very much higher cost for the carriage of a ton of minerals in Ireland than in England or Scotland; we know that the gross charge is higher?—Yes.

33771. You may say that the carriage of coal in Scotland is divided into three classes, first—the carriage to the port for shipment?—Yes.

33772. There is nothing of that in Ireland, is there?—I assume there is not.

33773. There is no coal exported from Ireland. Secondly, there is the carriage to the great steel works and other big consumers. There is nothing of that on the Irish railways; what big works there are are on the sea?—Yes.

33774. Then we have the third class of carriage of coal—the carriage to the local consumer?—Yes.

33775. That is the only one of the Scotch classes of carriage that you can compare with the Irish class of carriage?—I think we are on different points altogether—what you are trying to argue and what I am trying to argue.

33775A. I think we shall agree. Go on?—My whole point is simply this. There you see the trade of the country—the quantity carried—the mileage—there you see what the railways are doing for them; there you see what the cost is to the country. There is no other great way of transit. The railways are the lines along which the traffic goes. There is your cost per ton as it were, whether it be for consumption or production; that has to be met. The causes of it are another question.

33776. Yes, but I think you will agree with me that there is no export coal from Ireland that bears the pressure of heavy rates, is there?—No, not that I know of.

33777. There is no large manufactory—large industries—great coal-consuming industries, such as steel works, that are pressed by heavy rates for coal?—I do not know of any.

33778. The only thing that is pressed by the rate is what we may call local consumption?—I would not go so far as that.

33779. Other than the two classes I have named?—Under the head of general merchandise.

33780. Let us stick to coal for the moment. I will deal with general merchandise separately. There is no evidence—you have not given it, and it does not exist—that the general consumer in Scotland, in the same position as the general consumer in Ireland, does not pay a rate for his coal at least as high as the Irish rate?—That is simply a question of the general consumer of coal. I did not come prepared to give any evidence on that point.

33781. My point is this: Does your table necessarily show that the only class of consumer that there is in Ireland pays more than a similar class of consumer in Scotland?—In this particular commodity of coal, I do not think it necessarily proves that.

33782. *Chairman.*—I think you might take this very shortly. If you eliminate the coal for export and the coal to large works—gas works—in London and England generally—those are felt by consumers for domestic purposes and small factories—you cannot tell whether there is more in England than in Ireland?—I have never tried to prove that.

33783. *Mr. Acworth.*—Taking it similarly, in the case of merchandise, the average ton of merchandise in England pays less than the average ton in Ireland?—Yes.

33784. That is your figure, leaving out the length of haul, which we do not know, assuming for the moment the length of haul is the same?—Yes.

33785. Supposing I assume that the average consignment in England is fairly represented by a ton of steel castings, and suppose I assume that the average consignment in Ireland is fairly represented by a ton of butter?—Yes.

33786. Which is the heavier rate—5*s.* for a ton of iron, or 7*s.* for a ton of butter?—There is no question.

33787. The point I wanted to ask you is this: Is it quite reasonable, unless we can analyse the tonnage, to say that the mere fact that the tonnage charge is heavier in the one country than another proves that in that country in which it is heavier it is a heavier burden and a heavier portion of cost to producers and consumers?—So far as the particular classes go—and we can go on pulling out one class after another—it is quite conceivable that if you go on taking out class after class you may very largely reduce the cost to particular classes of consumers and to particular classes of producers—I quite admit that fact; but here is a broad fact which shows that, taking the production of the country as it stands at the present time and the consumption as it stands at the present time, we have this large item of cost of production due to transit much larger in Ireland than in England.

33788. The Irish cost of production and consumption may be less per cent. than in England if the quality of the goods, and therefore the value, is very much higher in Ireland than in England?—Anything like that is conceivable. I do not take it to be out of court.

33788A. No, we none of us know; you and I both agree that we want more information.

33789. *Chairman.*—What I suggest is that the railway companies, having heard Mr. Adams, will give us a typical list of rates on general merchandise, and, if necessary, we will call someone from the English railways to give the necessary information with regard to the rates in England—the railway people will know what I mean—governed by the Normanton Conference, or the English and Scotch Conference, which are practically based on the same scale all over the country; therefore if we have that information for England, and then have similar distances in Ireland, we can draw our own conclusions as to whether the rates are higher in Ireland or in England.

Mr. Croker Barrington, Solicitor.—I did not like to interrupt but I should like to say that with regard to these tables handed in, Mr. Tatlow will go into them, and give all the information that you have mentioned. I wish to state on behalf of the companies that we entirely dissent from the inference drawn from those figures. We will see that what you require is prepared and put before you.

33789A. *Mr. Acworth.*—You were saying that the general fact that the train mile yielded as large a receipt in Ireland as the train mile in other countries showed that the pressure of the rates must be greater?—Yes, the causes of it are questions for investigation.

33790. The question whether it is a heavier pressure depends on the local prices?—That is one of the causes, certainly.

33791. We have no idea of the average value of the ton in England as compared with the average value of the ton in Ireland?—No.

33792. But we shall get it. You might get it in the statistics of the commodities in the returns, but we have not got it here?—Quite so.

33793. Just one other thing in reference to the tables of import and export traffic that we have been speaking about. There is no doubt that, making all allowance for imperfections (you have done your best—it is much the best information we have got—there is nothing as good anywhere else), it does show that Ireland is what is commonly called a creditor country—that is, it imports a balance of some four millions sterling for two years in succession?—So far as the present figures go.

33794. In other words, like England, it has claims upon other nations that they have to satisfy by imports. England, as we know, has a very big balance in her favour. May I ask you whether that is a surprise to you? Do you mind answering that question?—I do not think I can give an answer that is satisfactory, because the figures are not complete, and I have an open mind upon it; I do not know.

33795. But it is so on the figures?—Yes

33796. And it comes for two years in succession. I think that is all?—That is all.

33797. There are only the two years. Just tell me one other thing. We have been told here—I do not know that we have had any definite evidence, but we have had a great many people who think that the rates for traffic from England to Ireland are lower, making all allowances, than the rates for traffic from Ireland to England—have you been able to form any opinion upon that subject?—No.

33798. You do not know at all; you could not say?—I could not say.

33799. You spoke of the rates; take the case of butter, for example. The butter from Ireland, unfortunately, nearly all goes in the early summer months?—Yes.

33800. That, of course, is when the butter is lowest in value?—Yes.

33801. The rates for butter are the same in June as in December?—Yes.

33802. If the Irish people would learn winter dairying, and send their butter in December, the pressure of the rate would be less, having regard to the value of the product?—Yes, it would.

Examined by Mr. ASPINALL.

33803. In connection with the coal question, are you aware that there is a very great difference in the rate that is charged for the export of coal, say, from South Yorkshire collieries in England to the West Coast, as compared with coal for land sale. To illustrate my point, I will say this applies to the South Yorkshire coal that has got to be shipped to Liverpool—roughly speaking, we will take it a hundred miles—that coal may be carried at 3*s.* 6*d.* per ton, or slightly less, in owners' waggons, to the coast?—Yes.

33804. In being carried that distance it passes quite a number of places to which, if coal was carried for land sale, you would have to pay perhaps even more than 3*s.* 6*d.* per ton?—Yes.

33805. You see that would create a disturbing factor in your figures, would it not?—Yes.

33806. Because the rate for export when such vast quantities are exported is very low, and would not compare in any way with the rate for land sale either in England or obviously in Ireland?—You mean that England has a very much larger export of coal?

33807. Quite so, and because of the low rates for export?—I am quite prepared to find that that is so.

33808. Of course, you know also that the policy of reducing rates for export has been sanctioned by the Railway Commissioners. The question has been raised, and has been fought out?—Yes.

33809. I merely want to draw your attention to the fact that that would vitiate your figures to a certain extent?—Yes.

Examined by Colonel HUTCHESON POË.

33810. Just one or two questions about these tables. You point out by these tables that the difference in the open mile of railway in the case of passengers is very much against Ireland—in other words, very much higher in Ireland than in England and in Scotland; have you gone into figures as to what they bring in per train mile, passengers and goods? I do not think you have given us any table as to that?—No; I have not. If I remember rightly, they are in the Board of Trade returns.

33811. Perhaps you will correct me if I am wrong. Roughly speaking, per train mile, passengers and

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Ireland a "creditor country" as regards the interchange of commodities with England.

No information available as to show whether Irish import or export rates are the higher.

Increased winter dairying would reduce the pressure of the rates.

The effect of the low export rate for coal on the average receipt per ton on minerals in England.

Receipts per train mile for passengers and goods in England, Scotland, and Ireland.

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Mr. W. G. S. Adams. Superintendent of Statistics, Department of Agriculture.

goods in Ireland come to 4*s.* 6*d.*; in Scotland 4*s.* 9½*d.*; and in England 5*s.* 4½*d.*?—Yes.

33812. That is approximately correct?—Yes.

33813. In other words, the receipts per train mile of passengers approximate very nearly in Ireland and Scotland, and there is not the same rate of difference between those countries as between Ireland and England per train mile, though there is a very great difference when we come to get the receipts per open mile: what inference do you draw from that?—It shows that the amount of traffic which is coming per open mile is very much less in the one country than in the other.

The receipts per open mile of railway in Ireland indicate a much smaller flow of traffic than in England.

33814. You show here in 1906 the number of train miles in each of the three countries, and also the number of train miles in 1900; and I think those tables show that while the number of train miles run in Ireland in 1900 and 1906 are approximately the same—very little different—there has been a very large decrease in the number of train miles run both in England and in Scotland?—Yes, there has.

33815. There has been a very large decrease?—Yes.

33816. Would not that rather seem to indicate that the facilities given in the way of running trains, both for goods and for passengers, are very much greater in Ireland than in England and Scotland? You run a larger number of train miles in proportion to the number of goods and passengers carried?—It might be that there are heavier trains run.

The increase of train miles run in Ireland and the decrease in England in the year 1906, compared with 1900.

33817. Certainly; but it also, to my mind, points out the other fact. You show in 1900 153,000,000 train miles run in England, and in 1906 you show 133,000,000—a decrease of 20,000,000 in the six years?—Yes.

33818. That would show that there have not been so many train miles run per ton of goods or passengers carried. In other words, it would seem to indicate that in England and in Scotland more attention has been paid by the railway companies to effecting economies in working expenses, and in getting as much as possible out of their train miles. Does not that follow?—It is what would appear on the surface.

33819. And I see by the last Board of Trade returns that they point out (in the 1906 returns) that for this year there has been a considerable increase in the number of train miles run over last year?—Yes.

33820. Which would show that, taking the figures for the year 1905, your figures would have been considerably less?—Yes.

33821. Of course the cost of operation of any railway is largely dependent upon the number of train miles run?—Yes.

33822. Do not those tables rather go to show that in Ireland—it may be through force of circumstances over which the companies have no control—sufficient economy is not exercised in the way of getting as much value and as much work out of their rolling stock and engines as they try to get in England and Scotland. Do you agree with that conclusion?—That is what appears on the surface.

Economy in the use of vehicles in Ireland a means to the reduction of train mileage.

33823. Of course as regards the mineral traffic in Ireland, I think our mineral traffic is something like two million tons a year against fifty-four million tons in Scotland, and 300 million tons in England, and our general merchandise traffic is not one-third of the Scotch?—It is 3,879,518 tons.

33824. At any rate the mineral traffic in Ireland is one-twenty-seventh of the Scotch mineral traffic, and the goods traffic is not one-third of the Scotch; and without going into English figures, that would show that whereas our traffic both in minerals and goods is relatively infinitesimal, every effort should be made to reduce the cost of carriage on those goods to the lowest possible point?—Yes.

33825. Following up the line of questions that Mr. Sexton put, of giving us every opportunity of trying to get a better position in the British market as regards agricultural produce, and so on, I think that last year the total exports were something like fifty-one million pounds in value?—Last year the exports were fifty-one millions, yes.

33826. I was taking out the figures for 1905; and of that fifty-one millions in 1905, over twenty-two millions sterling represents live stock, agricultural and market produce?—Yes.

33827. Then, with regard to imports into Great Britain from Continental ports of foods products, am I right in saying that something like twenty-two millions sterling represents those products from the Continent; Russia, five millions, butter and eggs; France, two and a half millions, butter and eggs; Holland, one million, butter; Sweden, one million, butter; Denmark, ten millions, butter and eggs; Germany, one million butter and eggs, so that those half-dozen Continental countries export into Great Britain practically as much as we do from our live stock, and our market, and dairy produce?—Yes.

33828. If you add on the imports of butter from Australia and New Zealand it would increase the total by another four millions?—Yes.

33829. You have very properly pointed out that there is an enormous possibility of this country getting a large share of that twenty-two millions, which is at present brought in from the Continent?—Yes.

33830. Provided that one could only increase the output in this country and also assist the marketing of it into Great Britain?—Yes.

33831. Further than that, am I right in saying that the exports from Denmark, the United States, and Canada, of bacon, ham, and pork represent something like £12,000,000?—Yes.

33832. Our exports of course as regards bacon and ham are something like two and a quarter millions?—Yes.

33833. So that here again there is a great field for capturing some of that trade?—Yes.

Examined by Sir Herbert Jekyll.

33834. Referring to your table No. 5, you have calculated your averages on the whole of the passengers on all the railways, including light railways?—Yes.

33835. You are aware, are you not, that many light railways in England and Scotland are railways only in name, and are, in point of fact, tramways carrying passengers at tramway fares?—Yes.

33836. And also that on English and Scotch railways many millions of workmen are carried at nominal fares?—Yes.

33837. Those conditions do not prevail to the same extent in Ireland?—No.

33838. Would not that go far to explain the disparity in the average rate per third-class passenger?—It would, but that simply draws attention to the economic difference between the two countries; in the one country you have a much greater movement of people than you have in the other country.

Mr. Robert Philpot, Secretary, Public Works Loan Commissioners, England, examined by the Chairman.

Mr. Robert Philpot, Secretary Public Works Loan Commissioners, England.

Witness.—I should like to explain to the Commission that the information I can give them will be derived entirely from documents in the possession of the Public Works Loan Commissioners. At the time these loans were granted, and during the time the Board were in possession of the railway, I had not been appointed to my present office.

Action of the Public Works Loan Commissioners with regard to the Parsonstown and Portumna Bridge Railway.

33839. *Chairman.*—I will ask you two or three leading question, Mr. Philpot. First of all, you are Secretary of the Public Works Loan Commissioners?—Yes.

33840. And you have been in that position how many years?—Since 1883.

33841. And do you still hold the position?—Yes.

33842. Now, we have had before this Commission a good deal of evidence with reference to the Parsonstown and Portumna Bridge Railway, and there have been certain statements made reflecting on the action of the Public Works Loan Commissioners. I presume you are aware of the evidence that has been given?—Yes.

33843. Now, when was the application received by the Public Works Loan Commissioners in connection with this railway—the first application?—Is it the application for the loan?

33844. The application for the loan?—Well, the loan was advanced in 1867.

33845. Where did that application come from, according to the documents that you have in your possession?—From Messrs. Barrington and Jeffers, of Dublin, solicitors.

33846. What was the amount of the loan?—£12,000.

33847. And that application was made to complete this particular railway?—Yes.

33848. What was the length of the railway, do you remember?—About 12½ miles.

33849. Now, upon that application from Messrs. Barrington and Jeffers what course did the Commissioners adopt?—They obtained a report from their engineer, Sir Alexander (then Mr. A. M.) Rendel, and their solicitors, I presume, proceeded in the usual way to see that the title of the railway was right and to obtain a certificate of the shares that had been issued, of the capital that had been subscribed for and issued.

33850. Did Mr. Alexander Rendel give any estimate of the cost of the completion of the line?—Yes, he said £24,000.

33851. And did he give any estimate of the receipts?—Yes, he estimated that it would produce about £5 10*s.* per mile per week.

33852. He estimated the gross receipts at £5 10*s.* per mile per week?—Yes.

33853. And with a probability, I suppose, of an increase in subsequent years?—Yes.

33854. Now, then, the Commissioners satisfied themselves, I suppose, at that time upon inquiry through their solicitors as to the powers of the railway company to borrow?—Yes.

33855. And, having been satisfied in those inquiries they made the advance?—Yes.

33856. Of the £12,000?—Of the £12,000.

33857. Did they take any security for that money?—The security they took was the undertaking of the railway and the property and income and future calls on the shareholders, with priority over all other incumbrancers.

33858. In other words, they owned and managed the whole thing?—Yes, the whole thing.

33859. That was the security for the money?—For the loan.

33860. By the way, what rate of interest did they charge?—5 per cent.

33861. And was the loan made for a term of years?—Yes, for twenty years.

33862. And any provision made for its repayment?—By annual payments of one-twentieth.

33863. Now, then, we will go on as quickly as we can. In what year was the line opened?—The line was opened in 1868.

33864. Now, was it worked as an independent line, or did some Irish railway company work it?—The Great Southern and Western Company worked it. They took a lease for ten years, or, rather, a working agreement, not a lease.

33865. The Great Southern and Western Company entered into an agreement for ten years to work the line on a percentage basis?—Yes.

33866. What was the percentage?—They were to receive 40 per cent. of the gross receipts, and 60 per cent. was to go to the Parsonstown Company.

33867. In fact they undertook to work the line for 40 per cent.?—Yes, 40 per cent. of the gross receipts.

33868. And, now, have you any figure to show what the receipts amounted to during the ten years—what was the average every year?—The best year was 1877. In that year the receipts amounted to less than £2 per mile per week.

33869. That would be how much for the year?—£1,200 a year.

33870. How many trains a day did the Great Southern and Western Company run?—They ran two trains a day each way, being the minimum required by the working agreement.

33871. Were the Public Works Loan Commissioners satisfied with those two trains?—No, they were not at all satisfied.

33872. And the assumption was that if there were more trains there would be more traffic?—Yes. The trains were run at inconvenient times, it was said.

33873. In other words, the line was not, according to the Commissioners' opinion, worked either to the benefit of the district or that of the Company?—Yes.

Mr. Croker Barrington, Solicitor.—What the agreement required.

33873A. *Chairman.*—The agreement required two trains a day.

Mr. Croker Barrington, Solicitor.—I think there was some reflection on the company.

33874. *Chairman.*—It was the minimum, Mr. Barrington. (*To witness*).—The minimum they were to run was two trains?—Yes, they ran an extra train on market days.

33875. At any rate the report the Commissioners got satisfied them that the line had not been worked either to the benefit of the district or that of the Company?—Yes.

33876. And that no serious attempt, at any rate, had been made to work the line to the best advantage?—Yes.

33877. Now, that takes us down to 1870. It was opened in 1868. In 1870 I believe a creditor instituted proceedings against the company?—Yes.

The Commissioners dissatisfied with the working of the Portumna Railway.

33878. Do you remember what it was for?—It was for the appointment of a receiver.

33879. He instituted proceedings to appoint a receiver for the railway?—To appoint a receiver for the railway.

33880. Was a receiver appointed?—Yes.

33881. I thought the line was to be worked for ten years by the Great Southern and Western Company?—Yes.

33882. At any rate in 1870 a creditor instituted proceedings for the appointment of a receiver?—Yes.

The appointment of a receiver.

33883. And a receiver was appointed?—A receiver was appointed.

33884. Now, of course, the Commissioners, as the mortgagees of the line, had to take some action in this matter?—Yes. They established their claim as first mortgagees.

The Commissioners claim as first mortgagees established.

33885. Had any of the £12,000 been refunded them?—No.

33886. *Mr. Acworth.*—When you were recognised as first mortgagees, did not that mean that the receiver was made your receiver, or what happened?—No; he was the receiver on behalf of the creditor.

33887. There had been a receiver appointed for the creditor?—Yes, by the creditor, and we were merely recognised as first mortgagees. We established our claim to be first mortgagees.

33888. *Mr. Sexton.*—Did you come after the creditor?—No, before him.

33889. *Mr. Acworth.*—Then there was no good having a receiver behind him. Did not you put in a receiver as first mortgagee?—Of course it is not a position that might happen in England.

33890. *Colonel Hutcheson Poë.*—I suppose the receiver was appointed on behalf of you and the other creditors?—Only for the other creditor.

33890A. *Chairman.*—The other creditor being, I suppose, the contractor.

33891. *Mr. Acworth.*—It is a singular proceeding.

33891A. *Chairman.*—At any rate, the fact of a receiver being appointed, and action being taken by other creditors, compelled, I suppose, the Loan Commissioners to take some action?—No, we did not take any proceedings then; not before 1877. At that time we did nothing.

Bill in Chancery filed by the Commissioners against the Parsonstown and Portumna Company.

33892. Then, in 1877, is it a fact that the Commissioners filed a bill in Chancery against the Company?—Yes.

33893. And I suppose you made the usual claim upon the company for production of books and documents and everything of that sort?—Yes.

33894. Now, we will go on to the next year, 1878. The Commissioners then opened negotiations with the Great Southern and Western Company?—In 1878 the Great Southern and Western Company withdrew from possession.

Withdrawal of the Great Southern and Western Railway Company from possession of the Portumna line in 1878.

33895. Yes, that was at the end of the ten years?—Yes, in 1878, November, 1878.

33896. Now, did the company when they gave up possession make any offer to the Commissioners?—The Commissioners made an offer to the Company.

33897. What was it?—No; the Company offered to take the railway over from the Commissioners as a free gift.

Offer of the Great Southern and Western Railway Company to take over the line as a free gift or to work it under a revised agreement.

33898. Was that the only condition?—That was the only condition. They offered to take it over as a free gift provided it was freed from all incumbrances.

33899. Freed of all liabilities?—Yes.

33899A. *Mr. Sexton.*—And they guaranteed permanent working.

33900. *Chairman.*—Then they offered to continue to work it?—Yes, they offered to work it, to take it as a free gift, free from all liabilities, and to work it at 3*s.* a mile for two trains a day.

33901. I think that is wrong; it is "or" to work?—Yes, or to work.

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Mr. Robert Philpot, Secretary Public Works Loan Commissioners, England.

33902. It is an alternative proposal?—Yes; 3*s.* per mile for two trains per day, or 2*s.* 6*d.* a mile for three trains.

33903. Now, did the Commissioners accept either of these proposals?—No. These proposals were declined. Also there was a proposal from the Commissioners that the Company should agree to pay a minimum rent.

Commissioners' proposal that Great Southern Company should pay a minimum rent.

33904. All the proposals were declined by the Commissioners?—Yes.

33905. Now, then, there is the line without any working company. Did the Great Southern and Western give up possession of the line?—Yes.

Possession given up by the working Company, and rolling stock withdrawn.

33906. And of course they withdrew their rolling stock?—Yes.

33907. And what course was taken then?—Well, the Commissioners then took possession of the line with a view to preserve it.

33908. Yes?—And they made propcsals to other railway companies to work the line, but with no result.

33909. Yes?—They also considered the question of buying rolling stock and working the line themselves or leasing it, and they were advised by counsel that they had no legal power to advance money for the purpose.

Failure of all attempts to keep the line open for traffic.

33910. And that carries us up to the beginning of 1879?—Yes. In July, 1879, the Commissioners accepted an offer from the ex-contractor to take the line on lease, finding his own rolling stock, but the arrangement was not carried out.

33911. In the meantime the line ceased to be worked?—Yes.

The railway put up for auction in 1880, but not bid for.

33912. What was done in 1880?—The line was put up for auction and there was no bid.

33913. What was the next step?—In September of that year the Commissioners accepted an offer for the purchase of the line by the contractor for £8,000, and a contract for sale was entered into and deposit paid. The purchaser, however, failed to complete the purchase, and after considerable delay to enable him to do so, the Commissioners determined the contract.

Abortive attempt at sale to the contractor.

33914. And that seems to have taken two or three years?—Yes, 1880 to 1883.

33915. That carries us up to 1883, the line still not being worked by anybody?—No.

Treasury decision to withdraw from possession of the line in 1883.

33916. Now, what course did the Treasury then take with reference to the line?—Well, it was decided that no further expense should be incurred in taking care of the line, and when the Commissioners suggested to the Treasury that it would be useless to incur any further expense, the Treasury agreed to withdraw from possession altogether. I may say they expended £800, the deposit that was forfeited by the contractor on his proposed purchase, and a further sum of £450, which was authorised to be expended in taking care of the line. When that was exhausted the Board suggested to the Treasury that it was no use to continue to incur expense, and the Board did not know where the liabilities would end, and they thought it better to go out of possession altogether.

33917. Then they left it to its fate?—Yes, left it to its fate.

Caretakers withdrawn, and the rail way left derelict.

33918. And, in fact, they gave it up, and took the caretakers, or anybody that might have been there, away?—Yes.

33919. And they ceased to spend any money upon it?—Yes.

33920. And they left the railway there?—Yes.

33921. What was the date of that, the date when they decided to have nothing further to do with it?—That was in 1883.

33922. In July, 1883?—Yes.

The people of the district dismantle the line by degrees.

33923. Now, did the Commissioners hear anything about the dismantling of the line by the people of the district?—Yes.

33924. And did they take any steps to preserve it?—No, they would not take any steps, because if they had taken any steps they would have had to go into possession again, being merely mortgagees out of possession.

Loan treated by the Commissioners as a bad debt.

33925. They treated the whole thing as a bad debt?—As a bad debt.

33926. Wrote it off, and left the line to its own fate?—They thought it would be a bad debt, but they thought they might in time be able to negotiate a sale or lease of it to some other company or to a private individual, but of course they could not bind themselves to indefinite expense, and they thought it better to leave it, because all sorts of claims and charges might be made.

33927. What became of the books, do you know?—That we were never able to find out. We saw the books, some of them.

33928. Then it is a fact that from July, 1883, the people of the neighbourhood began to filch everything connected with the railway, and bit by bit it disappeared?—Yes.

33929. *Mr. Sexton.*—The Grand Jury began it, I believe. The beginning was that part of the property was seized for rates?—Yes.

33929A. Yes, the Grand Jury sent the cess collector to seize it.

33930. *Chairman.*—And the rails were sold, I suppose. That is the whole story so far as you are concerned?—Yes, except that the Commissioners made several attempts to sell the line or enter into an agreement with the Great Southern and Western Company for them to take it over, but the only terms on which they would take it were to take it as an absolute gift free from all incumbrances, but the Board had no legal power to make a gift even if they wished except under an Act of Parliament.

33931. Surely they could give it for a nominal sum?—No; the difficulty as to that was that if they sold it for a nominal sum and if it became a valuable property afterwards, there were subsequent incumbrancers who might have raised objections so far as the sale was concerned.

33932. At any rate, from that day to this the district has been deprived of any railway communication?—It has.

Examined by Mr. Sexton.

33933. We have here a return of the railway loans made by your Commissioners in Ireland, which seem to have amounted altogether to about three millions?—Yes. I have not the return.

33934. And the principal remitted was £37,000, not much more than one per cent. on the capital advanced?—Well, I have not the figures before me. (*Document handed to witness.*)

33935. You got back all your principal except about one per cent.?—Yes.

33936. Very few lenders of money get off so well as that?—Yes, we did.

33937. And your experience of your Irish loans has been very satisfactory?—On railways?

33938. Your experience of Irish railway loans has been very satisfactory?—Yes.

33939. Is the £12,000 in that £37,000 which has been remitted and written off?—No; this loan is only written off. It still exists as a charge.

33940. You have not given up the idea that you can still get something out of it, have you?—Well, we hope against hope itself. It has been written off the local loan fund, but it is still kept as an asset in our books.

33941. The probabilities of collecting it seem very remote?—Very.

33942. Of course you know what has happened to this line?—In what way?

33943. You know what the fate of the line has been?—We know that all the sleepers and rails have been stolen or carried away.

33944. In the first instance they were taken in a perfectly legal manner by the representatives of the local authority for rates?—Yes.

33945. Do you happen to know what the money worth of the line represented—about £100,000?—Well, it cost £84,000.

33946. And the result of your operations has been that the line has been left derelict and of no value?—Hardly our operations. We had an interest of £12,000 in it, which we saw no prospect of recovering, and we could obtain no support from the railway company that was working it before, and what were we to do; for we could not sell it, we could not lease it, we could not give it away, or we could not get any thing out of it.

33947. The average man would be inclined, I think, to say that you, as the representatives of the public, who lent the money, were bound either to allow the Great Southern and Western to work it or to work it yourselves?—We wanted the Great Southern and Western to work it and they would not.

33948. They were willing to take it as a gift?—But we had no power to give it to them.

33949. No power?—No.

33950. But you bring in Bills every year?—We could have done it under an Act of Parliament, but then we had no power to remit subsequent incumbrances.

33951. You could take the necessary powers. Surely the Commissioners could have procured the necessary powers in Parliament?—I do not know whether the Commissioners have power to wipe out other people's debts.

33952. You can do anything by an Act of Parliament. If the choice was simply between getting somebody to work the line, and letting the line become entirely valueless, any reasonable person can see which course should have been taken. Was the other £12,000 raised, the raising of which you made a condition of your loan. The Company advanced that, I think?—Yes, it was raised.

Mr. Croker Barrington, Solicitor.—The Great Southern and Western gave £13,000 in hard cash.

33953. *Mr. Sexton.*—May I ask you who was the contractor?—The contractor who completed the railway, do you mean, for there were two contractors? One contractor came in at the end of the £24,000 that was to be expended, named Baldwin.

33954. Was the contractor the creditor?—No; he was a creditor for £9,000.

33955. I understand that there was only £10,000 coming altogether, of which £9,000 was due to the contractor?—Yes.

33956. Sir Alexander Rendel's estimate was very wide of the mark?—He estimated from £60,000 to £70,000.

33957. He estimated the line to make at least £3,500 a year?—Yes.

33958. And the best year the line ever had it made only one-third of that sum?—Yes.

33959. Do the documents in your office enable you to say whether Sir Alexander Rendel thought his estimate might have been realised?—Well, he thought that the line would have been worked in a different way altogether. He thought that there would be more trains, and he suggested that the trains should be stopped at level crossings to enable passengers to get in and out. There were only two stations—one station at each end of the line, and that would enable them to take up passengers between Parsonstown and Portumna; but this railway company, although they were asked repeatedly by the inhabitants of the neighbourhood, refused to do so.

33960. Sir Alexander Rendel estimated that if the line had been worked in a suitable manner the estimate would have been realised?—Yes; so far as I know.

33961. The information in your office is that no serious attempt was made to work the line to the best advantage and so develop the traffic?—So we were advised. In fact we had a report from Mr. Nixon, the engineer of the Parsonstown Railway Company (it came to the Commissioners), and he reported in 1871 that "under the Company's present working arrangement with the Great Southern and Western Company it is my conviction that the traffic can never be made to yield any profit either for the bondholders or shareholders, in fact that the Great Southern and Western Company have worked the line during the past two and a half years regardless of developing any real traffic between Parsonstown and Portumna, as there have been only two trains per diem each way between the two towns, and they have been so managed that the inhabitants of Parsonstown cannot get to Portumna and back in a day, and the weekly passenger traffic between the two towns is now carried on by car, as it was before the railway communication was projected, and the cars carrying agricultural and other produce between the two towns remain on the public roads as numerous as they were. I have not known any railway in Ireland where the weekly traffic receipts have been under £6 or £7 per mile."

33962. *Mr. Acworth.*—What was the date of this?—1871. "I believe that if the railway was worked with due regard to the development of regular traffic between the towns this might be realised, in which case sufficient profit would be obtained for the payment of interest on the bonds as also on the preference share capital."

33963. *Mr. Sexton.*—The distance is twelve miles?—Twelve miles.

33964. And the line depended on these towns; there are no intervening towns?—No intervening towns.

33965. The ten-years' lease being up, the Great Southern and Western Railway Company came out?—Yes.

33966. And then the receiver, having nothing to receive, came out?—Yes.

33967. And then you came out?—Yes, we came out.

33968. Is not it obvious that whatever might have been done by a better system of working, the Great Southern and Western Company lost heavily by their actual experience?—Possibly they may have.

33969. But you know that in the best year of all the receipts amounted only to £1,200 and of that the Great Southern and Western got only 40 per cent. of that sum?—Yes.

33970. That is, even in the best year, they only got £480, £9 a week, say 6*d.* per train mile?—Yes.

33971. That did not pay them?—No. There were other possibilities.

33972. You know it was not unreasonable of the company to measure the situation not by an ideal standard but by their actual experience?—But their actual experience could have shown them that if they worked the line differently they might have made greater profits.

33973. Having found that they did not get more than £480 in the best year by the working agreement with you, when you came to ask them what terms they would accept, they asked 3*s.* per train mile for a two-train service each way, or 2*s.* 6*d.* per train mile for a three-train service?—Yes.

33974. Is not it evident from their point of view that they lost very heavily by their lease?—Yes, they possibly might have lost, but then, perhaps, there was another object in view.

33975. You may have thought, possibly, that if they got possession of the line they would be able to make it pay?—Possibly.

33976. Is that the view?—Possibly. That is the idea that seemed to be generally about.

33977. So, because you thought it possible that the Great Southern and Western Company, who had lost so much by the actual working, could make the line pay if they got it as a gift, you persisted in demanding a rental, and by that demand you caused the line to become derelict. What was the amount of rental that you asked?—I think we said a nominal rental. We didn't go into any figure.

33978. Yes, but about what amount?—We never came to any figure. We mentioned just a nominal rent.

33979. A nominal rent, but you do not know the amount?—No, I do not know the amount.

33980. But was it, do you think, a reasonable thing to ask a company which had done for £480 a year at most a service which, in their offer to you after the expiration of the lease, they valued at £2,500 a year, and had done that for ten years together, to ask them to pay a rent for the privilege of incurring that loss?—Well, we did not look on it in that way at all. We thought it was possible they might have worked it at a profit.

33981. Well, you have not made it plain why you thought so?—Well, on the figures that we had as regards what Irish railways made.

33982. Then if you believed that, as of course you did, why did not you make some real practical effort to have the line worked?—We did. We tried to sell it to various companies and to private individuals, to Lord Rosse at one time. We had correspondence with him to see could anything be done among the neighbouring inhabitants, but we never could get a purchaser at all. We tried to sell it, but we could not get anybody to bid for it.

33983. The experience of the Great Southern and Western Company was very discouraging. Did you never make an effort to get legal power to work it through your own agents?—No, we never tried to obtain power.

33984. Did the Treasury intervene in the question of obtaining power to work the line?—No, they did not intervene.

33985. Did the Treasury oblige you to come out; did they oblige you to leave?—No; we suggested to them that there was no prospect of doing any good,

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Heavy loss to the Great Southern and Western Company by working the Parsonstown and Portumna Bridge Railway for the ten years under agreement.

Failure of the Commissioners to arrange terms with the Company to keep the railway open.

Impression of the Commissioners that the working company had not done full justice to the line.

Repeated failures to sell the line.

No legal powers sought by the Commissioners to enable them to undertake the direct working of the railway.

Treasury approval to possession being given up, on recommendation of the Commissioners.

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and that it would be useless to incur further expense, because of course the expenses were continual, for rates and rents and repairs of bridges, and all that sort of thing, and we suggested that after we had spent about £1,230 we should go out, and the Treasury agreed.

33986. It was your own suggestion?—Our suggestion.

The Loan Commissioners now mortgagees out of possession.

33987. What is your legal position now, or have you any legal position in relation to that line?—Well, mortgagees out of possession.

33988. And by being out of possession you have ceased to have any real relation to it?—Yes.

33989. Is there now any owner of the land purchased for the line?—Not that we are aware of.

Question as to the present ownership of the land—formation of line.

33990. No owner?—Not that we are aware of.

The Solicitor to the Public Works Loan Commissioner.—The Parsonstown Company.

33990A. *Mr. Acworth.*—We should take it that anybody who has squatted on that land for twelve years has made a good title.

Mr. Croker Barrington, Solicitor.—I think the land belongs to the adjoining owners.

33991. *Mr. Sexton.*—It is owned by the Parsonstown Company, the solicitor to the Public Works Loan Board informs the Commission, but that company has ceased to exist.

Mr. Croker Barrington, Solicitor.—I understand, that having been abandoned, it would revert to the adjoining owners.

33991A. *Mr. Sexton.*—It was stated by counsel that in point of law it was no longer available for the purpose of the line.

Mr. Croker Barrington, Solicitor.—I believe that is so.

33992. *Mr. Sexton.*—Have the Public Works Loan Commissioners informed themselves on that point, whether the land is now available for reconstruction of the line?—No.

33992A. Does it not occur to you that if the lender of this money were anyone else except the Public Works Loan Commissioners the line would now be hardly derelict?—Well, if they had no money to keep it further, or look after it, I should imagine it would be. I may say that a private individual told me that if he had money to expend on it he would probably have put it into repair, and supplied rolling stock.

The acceptance of the Great Southern Company's offer to take the line as a gift would have been preferable to abandonment.

33993. Do you not consider that if you could not look after the line, and if you found that you could not work the line by yourselves or your agents, it would have been the best thing to accept the offer of the Great Southern and Western Company to take it as a free gift, and guarantee its permanent working to the public?—As far as the public goes it would, of course, be an advantage.

The closing of the line a public disadvantage.

33994. But had that the advantage of due consideration?—Well, but they have withdrawn that offer. Of course they wanted something further than that. Their further offer was made.

33995. Of course, after the line became derelict they wanted a grant to reconstitute the line?—Yes.

33996. But if you had had the discretion to accept their offer when they were willing to take the line as a free gift and to permanently work it the present state of things would not have arisen?—Yes; of course it is a thing one could not foresee; I do not know that the Commissioners would not have acted differently.

Examined by Mr. Acworth.

Constitution and powers of the Public Works Loan Commissioners.

33997. The Public Works Loan Commissioners are an English body, are they not?—Yes.

33998. They are a sub-department of the Treasury, so to speak?—No; they are independent.

33999. They are constituted by an Act of Parliament I know, but they are largely under the control of the Treasury?—Oh, not in the least; they are perfectly independent.

34000. Perfectly independent?—Yes; that is the reason they are appointed by Act of Parliament, to be perfectly independent of any influence whatsoever.

34001. But I see you say in your evidence that the Treasury decided that no further expense should be incurred?—I rather corrected that. I said that they did that on our suggestion.

34002. But they have control of the money you expend?—They control all money.

34003. Then one should imagine that the people who control the money have a control?—Well, not a control over the policy of the Board or anything of that sort.

34004. I take it you are free to lend or not to lend without consulting them subject to statutory restriction?—Yes.

34005. But your office, *quâ* an office, as other offices of the Government, is under the Treasury?—Merely as far as the money goes.

34006. Of course your annual expenses are subject to their control?—Yes.

34007. And they have the general control that they have over other Government Departments?—Yes.

34008. *Quâ* whether you reject or accept security or not, that is a matter for you?—Yes.

34009. Do you in making a loan, provided you get the ordinary rate of interest, have regard to matters of policy?—We do not fix the rate of interest.

34010. It is fixed by the market?—No, it is fixed from time to time in our case by the Treasury.

34011. The market fixes it practically?—And the Treasury fix it accordingly. But the Board considers the security of the loan.

34012. And the question of public utility does not enter into your consideration at all, provided the borrower belongs to a class that is authorised by Parliament to come to you?—Yes, that we are authorised to lend.

34013. And beyond that you do not trouble yourselves with public policy at all?—No.

34014. The result in this case is that everybody lost their money and nobody got a line?—Yes.

34015. You lost £12,000, but the result of the proceeding—I won't say your action, but the result of the proceeding was that the Great Southern and Western Company lost £13,000 in hard cash, and the contractor lost £9,000, and the local people interested in the line, in one shape or another, lost the rest of the money?—Yes.

34016. The Great Southern and Western Company had already paid £13,000 in hard cash. They had worked the line at a very heavy loss for ten years?—Yes.

34017. And, as I understand, the Public Works Loan Commissioners refused to allow them to go on continuing to incur a loss which they would have done unless traffic had increased greatly. You appreciate that they could not have worked at £2 a mile a week?—Quite.

34018. So that on their offer they were sinking £13,000, and they were ready to continue to work at a loss?—If we gave them the line.

34019. Yes. They were ready to continue to work at a loss?—Yes.

34020. And you refused that because you were advised that if they worked it differently they ought to have made something like £6 or £7 per mile a week?—No; we refused it, because we had no power to give it to them.

34021. How many Irish Bills have there been in the last forty years, five or ten per annum, and could not you have put a clause into one of them?—Yes.

34022. Then you did not take steps to do so because you were advised that if they had worked it differently the receipts would have been three times as much?—No; we thought we might get something out of this line if we sold it or leased it elsewhere.

34023. Shall I say an ounce of flesh?—More than that. We had an offer of £8,000 for it.

34024. Of which the offerer thought better?—Of course. The contract fell through, because they could not get the rolling stock, because the Company who were giving the rolling stock would not put money into the country. It was, in fact, in consequence of the disturbed state of the country that they would not put money into it.

34025. And the result was that nobody would venture £8,000 on it. You will agree with me that it would have been more to the public interest if you had foregone all claims?—More to the public interest.

34026. You speak of yourselves as first mortgagees?—Yes.

34027. What is a first mortgagee of a railway. Do you get special powers more than an ordinary private person who invests his money in first debentures?—No, but there is a lender in front of them.

34028. You are aware, of course, that you cannot mortgage a railway?—You cannot mortgage the rolling stock.

34029. If you or I as private investors lend our

money on debentures Parliament provides that the mere detail whether we get our interest is to be subordinate to the public interest to have the line worked?—Yes.

34030. But I gather that in this case you had extra power that an ordinary creditor would not have been allowed?—I do not think we had any extra power.

34031. That is what I wanted to understand, were you given special power as mortgagees to enter into possession, or were you merely first debenture holders as any other person would be on a railway?—Just the same as any other person; no difference.

34032. Then you were only first debenture holders?—Yes, first mortgagees. We had special power under our own Act as mortgagees.

34033. Perhaps the solicitor would tell us?

The Solicitor to the Public Works Loans Commissioners.—Special powers in connection with this. We were first mortgagees of the undertaking, over the dues and unpaid calls, and so on.

34034. *Mr. Acworth.*—But how could you mortgage the dues of a statutory railway—I don't understand?—I think you will find in the Act of Parliament authorising the construction of the railway that there was special power given to mortgage it.

34035. To anybody?—Yes.

34036. Is it a power subject to the ordinary powers in the Railway Clauses Act, a debenture power which does not give the power to foreclose, or is it something special?—The Commission had power which enabled us to go into possession of the line under the provision of our special Act.

34037. That is what I thought. In other words, the Government that is supposed to be lending for the public interest takes a security as a creditor that it won't allow the ordinary public who invest their money to take?—We have special powers.

34038. I do not know that I ought to ask Mr. Philpot to express an opinion on that. I only wanted to get out this fact. But I daresay Mr. Philpot does agree with me that it would not tend to encourage other people to put money into an Irish railway behind a first mortgagee, being the Government?

Witness.—Possibly not.

34039. Just one other question. I daresay you know that since 1871 a very large number of railways have been built of the class of the Portumna railway all over the country?—Yes, light railways.

34040. I daresay you are aware that £6 or £7 a mile a week has been beyond their utmost dreams; that in most cases their receipts have been far less?—No, I am not aware of that.

34041. So that the estimate of your advisers has been falsified by results?—Yes.

Examined by Mr. Aspinall.

34042. Did Sir Alexander Rendel go over this line himself?—I think he personally inspected it.

34043. Did you send any person on your behalf?—We sent Sir Alexander Rendel.

34044. But in addition to Sir Alexander Rendel?—No.

34045. It seems difficult to understand why you did not accept this offer of 1878. The Great Southern and Western seem to have made a very fine offer?—To take it over?

34046. No, but to work it with two trains per day at 3*s.* a mile or three trains per day at 2*s.* 6*d.* Why did you not accept that?—Because we calculated that as the line was made we should lose about £1,000 a year over it.

34047. I cannot see why in the public interest it was not accepted. I daresay I am the only individual in this room who has walked over every yard of that railway. Having seen it some years ago, I cannot see why such an offer was not accepted?—Well, if the gross receipts were no more than in 1877 we should become liable to pay the Great Southern and Western Company about £1,000 a year.

34048. *Mr. Sexton.*—You are speaking of the free gift?—No, leasing. They offered to take it as a gift free from all incumbrances, and we should have had to wipe out all incumbrances behind us and to get an Act of Parliament to enable us to give it to them.

34049. *Mr. Acworth.*—But with that power as mortgagee you could have foreclosed the people below you, is not that so?

The Solicitor to the Public Works Loans Commissioners.—I do not think the first mortgagee would have been justified in absolutely giving away the security, knowing that there were other people behind.

34050. *Mr. Aspinall.*—You asked some other companies to work it for you?—Yes.

34051. And you ultimately put it up to auction?—Yes.

34052. And was not the very fact of the other people refusing to do anything an indication to you that if you had gone back to the offer of 1878 you would have got the line reasonably worked in the interest of the public?—I do not think we considered that.

34053. Clearly anybody who knows the line or looks at the map must see that the only company that could work it would be the Great Southern and Western?—The Great Southern and Western, yes.

34054. And that being so, taking a reasonable view, it seems difficult to understand why you did not accept the offer?—Well, we thought there might be a private offer.

Examined by Colonel Hutcheson Poë.

34055. I think you said that you were independent of Treasury control?—Yes.

34056. And that they exercised merely the power of the purse?—Yes.

The relations existing between the Loan Commissioners and the Treasury with regard to the advance of loans.

34057. Did you bring before them an application for a grant of £12,000 for the construction of this line?—The Treasury have nothing to do with the amount of a loan. If there was an application made to us for a loan it would come entirely under the Commissioners' power to deal with it. The only power they would ask would be the sanction of the Treasury.

34058. But the Treasury advance the money?—Well, we have the money, because it is a revenue every year derived under our Act.

34059. A certain fixed sum?—A certain fixed sum.

34060. And with that you can act as you like?—Yes.

34061. Independently of anybody?—Independently of anybody.*

34062. Had you ever anyone to represent your interest as to the way in which that money was expended on your behalf?—Not that I am aware of.

No provision made by the Loan Commissioners to control the expenditure of the money lent the Portumna Railway or to interfere in the working of the line.

34063. Does not that seem rather a strange state of things that a department lending money in this way, and who are not acquainted with the circumstances of Ireland, that they should lend money, no matter what the amount is, and should absolutely have no voice as to the way in which that money or other moneys subscribed for particular purposes is expended, does not it strike you as being rather a curious state of affairs?—Well, we do not as a rule.

34064. But in this particular instance you gave £12,000 and the Great Southern and Western £13,000, and the contractor £9,000, that is £34,000 spent on that line which was originally estimated by Sir Alexander Rendel to cost £24,000, is not that so?—No; it was in respect of the completion of the railway.

34065. The money was lost apparently?—Yes.

34066. No one apparently had any voice in the manner as to how the money was spent, except the Great Southern and Western and the Portumna Company?—And the Portumna Company.

34067. And you were bound to leave your interests in their hands?—Yes.*

34068. Now come to the year 1871. In 1871 you had a report from your engineer pointing out that the traffic was being worked in an unsatisfactory manner?—The company's engineer.

34069. They reported to you?—It came to us.

34070. And from that time till 1878, when the Great Southern and Western Company's lease expired, you apparently, from what I gather, took no steps to represent the matter to the railway company?—We had no voice in the working of the railway.

34071. From first to last apparently, beyond lending the money, you seem to have exercised no voice?—No.

34072. As to how the money was spent and how the line should be worked?—Not how the line should be worked.

34073. Have you any connection with the Board of Works in Ireland?—No.

No connection between the Board of Public Works (Ireland) and the Public Works Loan Commissioners (England).

34074. In respect of such matters as railway construction and others?—No.

34075. At any rate, when 1878 came, at that time the Great Southern and Western Company had been running the line at £1,200 a year?—Yes.

* Note.—See supplementary statement in Appendix No. 26.

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34076. And I take it that the offer they made was to take the receipts and to pay 3*s.* a mile, is not that so?—No; they offered to work the line for 3*s.* for two trains each day, or 2*s.* 6*d.* for three trains.

34077. And take the receipts?

34077A. *Mr. Sexton.*—There were two offers.

34078. *Colonel Hutcheson Poë.*—The Commissioners were to pay the Great Southern 3*s.* a mile?

34078A. *Mr. Sexton.*—Per train mile.

Refusal of the offer of the Great Southern and Western Railway Company to work the Portumna line for a payment of 3*s.* per train mile.

34079. *Colonel Hutcheson Poë.*—What would that come to in the year?

34079A. *Mr. Sexton.*—£2,500 a year.

34080. *Colonel Hutcheson Poë.*—You were to take the receipts. I do not suppose you were to pay the Great Southern and Western Company so much for working the railway, and they were to take the receipts as well. You were to take the receipts?—Yes.

34081. At that time the gross receipts had been £1,200 a year?—Yes.

34082. And the company were manifestly losing £1,200 on the working, by that showing, and they lost the interest on the £13,000 which they had advanced?—Yes.

34083. That was £400 a year?—Yes.

34083A. *Mr. Sexton.*—They were really costing more than £1,200 a year on the working, because they got only 40 per cent. of the receipts.

34084. *Colonel Hutcheson Poë.*—They were losing the interest on £13,000?—Yes.

A loss of £1,000 per annum to Commissioners involved.

34085. In the light of subsequent experience, I should say if you were given the same offer over again you would, in the interest of the public, I presume, have accepted that offer?—Well, on the gross receipts as they were then we should lose £1,000 a year if we had accepted it, and I do not think we should have accepted it.

34086. I gather that you have now withdrawn and wiped off the whole debt?—We regard it, of course, as a bad debt.

34087. In the Loan Commissioners' account there is £37,000 written off, and that £37,000 which is written off is made up of two sums, £24,671 6*s.* 9*d.* in respect of the Waterford, New Ross, and Wexford Railway, and £12,444 8*s.* 4*d.* in respect of the Parsonstown and Portumna Railway?—It is written off as an asset of the loan fund, but not of our assets. We regard it as a debt still. We have applied to have it written off. It has not been written off. It had to be remitted by Act of Parliament.

34088. And I presume it has been?—No.

34089. At any rate that sum of £37,000 is made up of these two particular items, £24,000 in respect of the Waterford, Wexford, and New Ross Railway and £12,000 in respect of this particular line, so that I think probably in the event of this Commission making any recommendation as to the working of the line your department will hardly be in a position, or if they are in a position, they will hardly be anxious to exercise any power with regard to that £12,000?—No; I should say not.

34090. Only one other question. With regard to the remainder of the £2,800,000 which you have advanced from time to time to railways, was any of that money advanced under at all analogous circumstances to those with respect to this particular railway?—I could not tell you offhand.

34091. I think it was not. I think that probably, as far as I have gone into the question, this particular instance was the only one in which with regard to money advanced practically to a new company, you exercised no voice?—No.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture, examined by the Chairman.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

34092. Mr. MacNulty, you are Transit Inspector, Department of Agriculture and Technical Instruction for Ireland?—I am one of the Transit Staff.

Scope of the evidence.

34093. I think you have been deputed by your Department to make inquiries and reports with reference to subjects germane to our inquiry?—Yes. In pursuance of the promise made by Mr. Cantrell at one of the sittings, I was sent to the Continent to make investigations as to Continental rates and transit conditions, and I have now the result of my inquiries here contained in statements which show full details.

34094. Let us go by steps. First of all, have you made inquiries with reference to the State control of railway rates?—Yes.

34095. Where?—I visited seven countries.

Continental countries visited.

34096. Will you name them?—France, Belgium, Germany, Holland, Denmark, Austria, and Hungary.

34097. Am I right in assuming that in visiting those countries you have endeavoured to make yourself acquainted with the State control of railways?—Yes, so far as control over rates is concerned.

Rates and conditions of transit on State lines investigated.

34098. And also the general traffic working regulations?—The general traffic working regulations in each country.

34099. And the tariff conditions?—And the tariff conditions.

34100. Will you tell us what conclusions you have arrived at with reference to State control of railway rates?—With regard to conclusions, I have not made any deductions at all. My instructions were simply to communicate the material facts.

Publication of French maximum railway rates.

34101. Will you tell me about the maximum railway rates. Under what authority are they made in the countries you have visited?—In France the maximum rates are contained in a charge book which is issued by the State to each large company. The working rates and conditions are in the first place proposed by the railway administration, but they must have the approval of the Minister of Public Works.

Mode of fixing actual rates in France.

34102. *Mr. Acworth.*—By working rates you mean actual rates?—Yes. The working rates are in the first place proposed by the railway administration, but they must have the approval of the Minister of Public Works, even though the rate be only for three months; three months is the shortest period for which rates can be made in France. For railways of local interest and tramways it is the Prefect who confirms the working rates, etc. The right of direct confirmation has been reserved in only two cases—in the case of tramways conceded by the State, and in rates common to several lines.

34103. *Chairman.*—You are now referring to the practice in operation in France?—Yes.

34104. There are independent railways in France, are there not?—Yes.

34105. And these are State-owned railways?—Yes.

34106. And there are guaranteed railways?—Most of them have guarantees.

34107. Take a railway that has no guarantees and is not under State control—the Northern of France; do you know anything about that?—Yes; its charge-book contains the same maximum tariffs as all the other large lines.

34108. That is what I wanted to get at. The Great Northern of France, which has no guarantee?—Has the same maximum tariff as the guaranteed lines. I was coming to it in the next paragraph. The maximum rate fixed for quick transit on the large railways is a uniform rate.

34109. *Mr. Acworth.*—What does quick transit mean?—*Grande Vitesse*; I use the equivalent; I have distinguished between quick transit and slow transit.

34110. Slow transit means ordinary goods rate?—Yes. It is practically the same distinction as we apply to perishable traffic by passenger train and traffic by ordinary goods trains.

34111. *Chairman.*—With that explanation, will you please proceed?—The maximum rate fixed for quick transit on the large railways is a uniform one of 36 centimes per tonne per kilometre—that is per ton of 2,205 lbs. avoirdupois—metric tons.

34112. Can you not give us that in the English equivalent?—Yes. I am attaching to the statement of my evidence, which I will hand in, an equivalent table. If I had given the English equivalent every time I refer in my statement to foreign rates or foreign moneys it would have taken me another three months to work out the figures. To my statement of evidence there will be attached an equivalent scale, so that anybody who wants to get information as to the English equivalent can work it out.

34113. You talk about the maximum rate fixed for quick transit. All we want to know is the rate in operation. Is this the rate in operation?—I will

give that in the chapter on calculation of freight charges.

34114. What are the tariffs fixed for the slow transit?—The maximum tariffs (exclusive of accessory fees, such as registration, handling—that is loading and unloading—and other charges, which will be defined later on) fixed by the rate-book for slow transit on the State and other large railways are—for goods in Class 1, per ton and per kilometre, 16 centimes; goods in Class 2, 14 centimes; goods in Class 3, 10 centimes; goods in Class 4, for journeys up to 100 kilometres, with a maximum tax of 5 francs, the rate per ton per kilometre is 8 centimes; for journeys from 101 to 300 kilometres, with a maximum tax or charge of 12 francs, the rate per ton per kilometre is 5 centimes; for journeys of more than 300 kilometres the rate per ton per kilometre is 4 centimes. That finishes France with regard to legal maximum rates.

34115. There are four classes according to these?—Yes; four classes.

34115A. And the 1st class, instead of being the lowest, as it is in England and Ireland, is the highest in France?—Yes.

34116. *Colonel Hutcheson Poë.*—You say "exclusive of accessory fees"?—Yes. They will all be defined in another chapter of my evidence.

34117. Does the maximum rate fixed for the fast service include these extra charges?—It is inclusive.

34118. The fast service rate includes these extra charges?—Yes, except registration fee.

34119. *Mr. Sexton.*—This applies indifferently to all the large lines?—Yes. The working rates are much lower. These are the maxima.

34120. Whether worked by the State or by independent parties with a guarantee or without?—Yes. Some of the small lines of local interest and tramways have special maximum charges. I do not deal with those because we have not very much to compare with them in Ireland.

34121. *Chairman.*—I suppose that these charges compare in your judgment with the maximum charges which every railway company has in its private Act of Parliament?—Yes—not as regards the amount, but as to their nature.

34122. *Mr. Acworth.*—You said 8 centimes for a journey of less than 100 kilometres with a maximum tax of 5 francs. What does that mean?—I give it literally as it is contained in the tariff book.

34123. If I saw the French I might understand it, but I do not understand it at all now?—In Class 4 there is a tonnage fixed which will explain it; I shall come to it again when I deal with the classification of goods. Class 4 will show the tonnage, and you can then see what is the relation of the maximum tax.

34124. *Colonel Hutcheson Poë.*—Has it anything to do with the tax which they levy on passengers and goods?—It is not a tax in that sense; it means the maximum freight.

34125. *Mr. Acworth.*—I suggest that what it means is that it is 8 centimes per kilometre, provided that any distance which would work up to and over five francs is only to be charged five francs?—That, I think, is the clear meaning of it. That is all I have to say about France.

34126. *Chairman.*—Now, with regard to Belgium: what are the rates there?—The only information I could get with regard to Belgium is that the rates and conditions of transport are fixed on the State railways by a special law or in virtue of the general transport law of 25th August, 1891, and on the conceded railways and light railways they are fixed by the governing authorities within the limits of the specification of maximum charges and with the approval of the proper Minister, with the exception of the modifications agreed to in virtue of a special law. There is no information in the published documents or books of the railway showing the maximum prices fixed. None of the books that I saw contained the slightest reference to the actual figures.

34127. Did you make any inquiries of the Minister of Public Works?—With reference to this?

34128. Yes?—It was from the Minister of Public Works that I got my information, or rather from the gentleman whom he put me in charge of for the purpose of getting it. This is the reply which was given. So far as the State railways are concerned, the actual working rates are their maximum rates. For the light railways there is a concession granted, and this concession contains the maximum rates. I was not able to get a copy of the concession.

34129. At any rate, you have no information with reference to maximum charges in Belgium?—None, except to tell you generally how they are arrived at or how they are fixed.

34130. You cannot tell us the amount?—I cannot tell you the amount of them.

34131. Then, with regard to Germany?—In Germany there are no statutory maximum rates. Each State railway administration fixes its own rates.

German railways:—

34132. *Mr. Acworth.*—There are no maximum rates?—No.

34133. *Chairman.*—What do you mean by Germany?—I am speaking of Germany as a whole.

34134. Have you dealt with Prussia separately?—I have selected Prussia for the purpose of a comparison with regard to rates for agricultural produce. As regards Germany, there are no statutory rates; that applies to the whole of Germany. Each State owns its own railway in Germany. You have Prussia, and Saxony, and Bavaria, and so on, each with its own administration, and the railway administration in each State fixes its own rates.

No statutory maximum rates in force.

Each State administers its own railways;

34135. The railways are State-owned?—They are State-owned. As regards conceded railways, that is, privately-owned railways, Article 26 of the Law of Railways enacts that for the first three years after the 1st of January following the opening of the railway the company has the right to fix the rates for the conveyance of passengers and goods. It must, however, submit the rates to the Government for acceptance. Under the concession treaty for broad-gauge secondary railways —

34136. What do you mean by that?—They are branch lines as distinguished from main lines. They are described as secondary railways. Under the concession treaty for such railways it is provided that for the first five years after the 1st of January following the opening of the railway the concessionaire has power to fix rates for passengers and goods. Subsequently the fixing and alteration of tariffs is subject to the approval of the State supervising authority.

34137. Do you mean to say that for the first five years they can charge what they like?—Within the powers named in the concession, of course. In all concessions there are provisions as to rate-fixing, and they can charge what they like within the powers of their concessions.

Regulations as to privately owned lines;

34138. You began by saying that there were no State maximum rates?—For the whole of Germany. Each State practically forms an administration in itself. There is a difference between the Empire and the State.

34139. Take Saxony, for instance. Do you mean to say that there are maximum rates in Saxony?—They must be fixed for their own State railways. As a matter of fact rates in Prussia and Saxony are practically on the same basis.

Fixing of rates subject to the State supervising authority;

34140. What do you mean by saying that for the first five years they may charge what they like?—The Government does not interfere with them so long as they are acting within the limits of their concession.

34141. How?—After five years there is a limitation. The fixing and alteration of tariffs is subject to the approval of the State supervising authority—the State in itself, Saxony or whatever it may be. So long as the railway is of purely local interest, the Minister of Public Works will fix maximum rates for the different goods classes with special reference to the financial state of the enterprise. That is in exercising his power after the first five years.

34142. These are all State railways that you are speaking of now, are they not?—No; these are under the Concession Treaty for secondary railways. Secondary railways are private lines, and that power is exercised by the concessionaire of these privately-owned lines.

34143. Are they light railways?—They are broad-gauge, but of a secondary nature. Then there is a provision that the concessionaires of these light railways, if I may so term them, are bound to accept the tariff system existing on the Prussian State railways and to follow the principles governing the same in making through rates in so far as it is thought desirable by the Minister of Public Works.

All through rates struck must accord with the Prussian State Railways tariff system.

34144. Do you wish to say anything more about Germany?—No; that completes the information I got about Germany. I did not get as much information in some countries as in others.

34145. Now, as to Holland?—In Holland all

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tariffs must be sanctioned by the Minister of Waterways and Works under Article 28 of the general law. These rates are proposed by the railways for the Minister's approval. All the power of initiation lies with the railway.

34146. Are there any private railways in Holland?—Yes. The State railways are leased by the State to a company to work, and the Holland railways enterprise is a private one.

The Dutch railways State-owned, but leased to private companies.

34147. *Mr. Acworth.*—The Holland railway lines belong to the State?—No. There is the Dutch State Railway——

34148. The Dutch State Railway and the Holland Company line belong to the State in both cases?—I am given to understand that the Holland Railway is a private line, but that the Dutch State Railway is as you describe.

34149. It was, but they now all belong to the State. But there is none of them worked by the State?—No, none of them worked by the State.

34150. *Chairman.*—How are they worked?—They are leased out for working to a company.

All rates subject to approval of the Ministers of Waterways and Works.

34151. But all the rates have to be approved by the Minister?—Yes; by the Minister of Waterways and Works.

34152. Is there one company or firm that work the whole of the railways?—No; different companies; there is one called the Holland Railway Company.

34153. Where does that line run from and to?—There is a network of lines; I could not give it you offhand. The Holland Railway have their main offices in Amsterdam, and the Dutch State Railways have theirs in Utrecht.

34153A. *Mr. Acworth.*—There are only two working companies for practical purposes—the State company and the Holland company.

34154. *Chairman.*—At any rate, whoever works them, you do not know anything about the conditions under which they work them?—No; I did not go into that at all.

Danish railways:—

34155. You do not know who supplies the capital for extension or improvements?—No.

All railway rates and conditions of transit fixed by the Minister of Public Works;

34156. You do not know whether that lies with the State?—No, I do not know anything about the capital arrangements at all.

34157. Now take Denmark?—In Denmark the rates and conditions of transit are fixed by the Minister of Public Works both for State railways and for privately-owned railways or conceded lines. The following are the maximum rates authorised by the State railways. The conveyance rate per 100 kilogrammes computed weight must not exceed for quick goods 2 ore per kilometre with a constant—an equivalent, I suppose, to our station terminal—of 50 ore; for slow goods 1 ore per kilometre, with a constant of 15 ore; for quick goods in wagon loads 1 ore per kilometre, with a constant of 15 ore. For slow goods in wagon loads it is 0·5 ore per kilometre and a constant of 6 ore.

Maximum rates authorised;

34158. What do you say is the equivalent of "constant"?—Station terminal. I take that from the description given to me of it. The term is used in all the countries.

34159. For quick goods it is 2 ore, and for quick goods in wagon loads it is 1 ore, or just half?—Yes, that is so for conveyance, and the constant for quick goods of less than a wagon load is 50 ore, while for quick goods in wagon loads it is 15 ore.

34160. *Mr. Acworth.*—Are those actual rates or maximum rates?—These are the maximum rates authorised.

34161. *Chairman.*—But not charged?—The charged rates will come in later on. These are the authorised rates.

34162. In fact, these are the powers which they possess for charging?—Yes.

The three systems of transit, slow, quick, and express.

34163. They must charge within those limits?—For normal traffic. There are some special rates probably. I am not sure about Denmark; they have comparatively few special rates in Denmark. Express goods are conveyed at one and a-half times the quick goods rates, so that there are three systems of transit—slow, quick, and express. For long distances the rates may be substantially reduced, and lower rates may be charged for slow goods in large consignments and for such wagon-load goods as judged by their value and condition are known to require a lower rate than the usual wagon load rate. To meet this the State railway has divided wagon load goods into three sub-classes, which will be defined in the classification of goods.

34164. Did you make any inquiries with reference to the slow, quick, and express goods, as to what was considered slow, quick, and express?—It will be defined when I go into the classification. I was in a difficulty to know exactly where to draw the line in heading my evidence so that it could be understood.

34165. You had better tell your own story. You say that there are three classes in Denmark?—There are three classes for wagon load goods, arranged according to the conditions I have just stated. Easily perishable goods, which come under the heading of the most important necessaries of life must be conveyed with extra speed, with the limits, however, made necessary by the conditions of transit, and shall be charged as under: When carried as quick goods they are charged at slow goods rate.

34166. That is for perishables?—Yes; they are defined as the most important necessaries of life. When carried as express goods they are charged at quick goods rates. Used packings are conveyed at a low rate fixed by the railway company with a minimum charge.

34167. What are used packings?—All kinds—fish boxes, and things of that sort.

34168. Empties?—Yes; the term "used packings" covers all kinds. Need I go through those rates?

34169. No?—The next rate is for small parcels, corresponding practically to our own stamped parcel system.

34170. *Mr. Acworth.*—Are you still giving the maximum rates; are they not the actual rates?—No; these are the maximum rates fixed by the railway administration, and the maximum powers beyond which they cannot go. Really they are the basis of their normal rates.

34171. *Chairman.*—What do you say about parcels?—Stamped parcels shall be conveyed between all stations, stopping places and booking offices when they have the following Government railway stamps of 25 ore each affixed. Parcels up to 5 kilograms must have one stamp.

34172. What is the ore?—It is one-hundredth of 1*s.* 1·2*d.*

34172A. *Mr. Acworth.*—It is about half-a-farthing.

34173. *Mr. Sexton.*—One-seventh of a penny?—Yes.

34174. *Chairman.*—Very well?—Parcels over 5 kilograms, up to 10 kilograms, must have 2 stamps; over 10 kilograms, up to 15 kilograms, 3 stamps; over 15 kilograms, up to 25, 4 stamps. These stamps are sold in sheets of 25 at 6 kroner per sheet.

34175. That applies to all parcels up to 25 kilograms?—Yes.

34176. That is 50 lbs., is it not?—A kilogram is 2·2 lbs.

34176A. *Colonel Hutcheson Poë.*—50 make a cwt., roughly.

34177. *Mr. Acworth.*—It works out at 3¼*d.* each.

34177A. *Mr. Sexton.*—The small scale is up to half-a-cwt.?—Yes, for stamped parcels.

34178. Does that correspond to our Post-Office parcels?—Yes, and the London and North-Western system. You can buy stamps and put the necessary freight on your own parcels before handing them in.

34179. *Colonel Hutcheson Poë.*—Does that apply to any distances?—Between all stations, regardless of distance; it is practically the parcels post system.

34180. *Mr. Acworth.*—It is from the station, is it not?—No; it is between all stations.

34181. They are not collected and delivered; the parcel is not at all like the postal parcel here?—No, but I would rather you did not take that definitely from me.

34182. *Chairman.*—Are these stamps for parcels available over all the railways?—No, only the Government railways. I have taken the maximum rates for a private railway in Denmark—the South Funen.

34183. That is a new railway, is it not?—There has been one section of it opened during the last year or two, but the older part of it has been built, I should think, 20 or 30 years.

34184. Are you going to give the rates for parcels on that particular railway?—Yes.

34185. Do you know the length of the railway now?—It must be nearly 100 miles. Packages up to 2½ kilograms require a 15 ore stamp. For other weights the charges are exactly the same as on the State railways.

34186. Never mind the intermediate rates; take the first and the last?—Up to 2½ kilograms a 15 ore

stamp is required, and from 15 to 25 kilograms four 25 ore stamps are required—the same as on the State railway.

34187. But are they sold in the same way as the other stamps?—Yes, at every station.

34188. But they are the property of that railway?—Of that railway, yes. On the same railway for small goods and wagon load goods—small goods being consignments of less than a wagon load; the term will occur very frequently throughout my evidence, and it will refer to goods consigned in less than wagon loads. The translator could not find a word for the German term which would bring it in as well as "small goods."

34189. *Colonel Hutcheson Poë.*—What is a wagon load?—Wagons are of different sizes—5, 10, and 20 tons.

34190. *Mr. Acworth.*—Had you not better clear up the distinction that exists over the whole German Union, where the wagon-load means ten tons broadly, the half wagon-load means five tons, and anything below that is a small consignment?—The railways do not describe them as half-wagon loads.

34191. I think they do?—I have not come across the expression, and I have had translations of any number of tariffs.

34191A. *Chairman.*—I was under the impression that the German system was by complete and incomplete loads.

34192. *Mr. Acworth.*—There are three scales—half-wagon loads, five-ton lots; wagon loads, ten-ton lots; and anything below five tons is "smalls"?—On the South Funen Railway these goods are carried on all parts of the railway except the Svendborg Nyborg section at the following rates per 100 kilogrammes for consignments of less than wagon loads. Fast goods, Rate 1, the constant charge is 50 ore.

34193. *Chairman.*—That is loading and unloading?—No, the constant is a station terminal, not service terminal; loading and unloading charge is a service terminal. The conveyance charged for each of the first 60 km. is 1·6 ore; for each of the following kilometres, 1 ore. Slow goods, constant, 16 ore; conveyance for each of the first 60 km., 0·8 ore; for each of the following kilometres, 0·5 ore. Then there is a slow goods reduced rate.

34194. What does that mean?—I will define it in classification. I can give it you now if you like?

34195. No; go on?—Slow goods reduced rate: constant, 12 ore; conveyance for each of the first 60 km., 0·8 ore; for each of the following kilometres, 0·4 ore. The next rate is for wagon-load goods, with a minimum rate of 5,000 kg. (five tons roughly): constant, 6 ore; for each of the first 60 km. the conveyance charge is 0·25 ore; and for each of the following kilometres, 0·15 ore.

34196. I do not think you need give us the exceptional rate for the small Svendborg Nyborg branch?—No; it is a short section. Easily perishable goods are charged as follows:—(1) Charged at ordinary freight or slow goods rate when carried at fast goods train speed; (2) charged at slow small goods rate, with 50 per cent. added, this being done by an increase of calculated weight instead of by an increased rate, when they are carried at the greatest speed allowed by the time table, but not conveyed by fast trains. The minimum weight charged for is 30 kg. They are charged at fast goods rate when conveyed as express goods. Used packings come next; shall I say anything about them?

34197. No; you need not touch that point?—Then that finishes Denmark.

34198. Now about Austria?—With regard to Austria I have not any figures, but I will read the information given me. The older charters of concession prescribed maximum rates for different classes of traffic and in many cases for individual articles, but owing to altered traffic conditions the existing rates are much lower than the maxima. In the newer deeds of concession which apply to local lines no maximum rates are fixed, but the regulation of tariffs is provided for by the condition that the latter are subject to the sanction of the State, the public interest on the one hand, and the financial success of the railway on the other, being taken into consideration. In accordance with a statute of 14th September, 1854, the State is empowered to effect a reduction of rates if the net annual profits of a line exceed 15 per cent. of the invested capital, and in the case of various private railways the deed of concession provides that the right of the State to reduce tariffs may be exercised even before the foregoing limits have been exceeded by the net profits.

34199. *Mr. Sexton.*—That is, without regard to the profits?—The 15 per cent. need not be regarded.

34200. Nor any percentage?—No.

Method of fixing the rates and fares of the Hungarian State and privately owned railways.

34201. *Chairman.*—What about Hungary?—The rates and fares of the Hungarian State railways are fixed by the Minister of Commerce. The private railways fix their own rates and fares within the limits of their Acts of Concession, but those rates are subject to the approval of the Minister of Commerce. I could not get a copy of any Act of Concession; they are private Acts, which contain the maxima. That finishes the maximum rates section. I have not been able yet to prepare what is really the most important part of my evidence—that is, a comparison of the actual working rates of Ireland with those in the different countries I visited.

34202. That is the most important point in the whole business?—I have brought to show as an exhibit a set of comparison sheets for one commodity—artificial manures. (*Roll of documents exhibited.*) I would like the Commission to see what it means to prepare anything like a comprehensive comparison of the different commodities conveyed in Ireland. There are here twenty-one sheets, each containing about fifty rates. These rates had to be culled out by the Department of Agriculture from the railway companies' rate-books in use at the different stations. After we had taken the rates out, we had to analyse them into distances, and then work out a comparison with the rates of the different countries for traffic carried under like conditions. These sheets refer to only one commodity. We propose to make an exhaustive list of comparisons.

Comparisons of rates deduced from the collected data to be prepared by the Department of Agriculture.

34203. I think I can shorten this considerably. We will take the publication of rates. A great point has been made of that particular question by witnesses before us, who have complained that they have great difficulty in knowing what the actual rates are. Tell us, in a few words, whether in France, rates having been agreed to and sanctioned by the Minister of Public Works, they are published?—Yes, they are.

34204. And do they contain all the rates that are in operation on the railways?—All the rates. Every rate is published.

Railway rates in France and Belgium published and purchaseable by the public.

34205. Are the books purchaseable by the public?—Yes, practically at a nominal charge.

34206. That is the system in France?—That is the system in France.

34207. Is the same system in operation in Belgium?—Yes.

34208. What sort of charge is made for the rate-book? Is it a heavy charge?—In Belgium, for the State railways, it is only about a franc or a franc and a-half.

34209. Have you seen them?—I had to obtain them all to take out the rates.

34210. Then you have seen them?—Yes.

34211. Could you, if you were a trader, ascertain what you would have to pay for your goods travelling over the Belgium railways?—Yes.

34212. From those books?—Yes.

34213. So that the tariff is, in your judgment, explicit?—Yes.

34214. *Mr. Acworth.*—Do I understand you to say that the book you get in Belgium for about a franc and a-half contains all the special rates in force in the country?—Yes.

34215. Have you one?—Yes, but not here.

34216. *Chairman.*—And is the same system in operation in Germany?—Yes; all tariffs are published.

34217. Throughout the countries you visited the goods rates are published in book form, and can be purchased by the public?—Yes.

34218. Is that so?—Yes.

34218A. *Mr. Aspinall.*—Would you mind asking the witness how that is done, because, taking the rate-books of one company—the 1893 rate-books—I find in one case I know of that they actually weigh 19 cwt. 2 qr. 17 lbs., and occupy 47·7 cubic feet of space.

34219. *Mr. Sexton.*—At one station?

34219A. *Mr. Aspinall.*—At the head station of the company. And as the company have to keep their 1892 rate-books, because they cannot alter their rates

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more than can be justified over those in operation at the end of 1892. They have to keep another set which weigh 8 cwt. 3 qr. 4 lbs., and occupy 22·33 cubic feet?—Are you speaking of Irish rate-books?

34220. No; English. I want to know how this foreign rate-book is published and gets over this difficulty?—Because they work nearly all their traffic on mileage scales; even their special rates are on mile scales.

Railway rates in France and Belgium published and purchaseable by the public.

34221. *Mr. Sexton.*—Can you tell us how these portable Continental books are made to contain all the rates?

34222. *Mr. Acworth.*—You are, no doubt, familiar with the French rate-book?—The one including all, or the divisional ones?

34223. The one including all. Should I be correct in saying that there are two volumes, that the two books together are exceedingly closely printed, that they contain four or five thousand pages, that they are about the size of that despatch-box on the table, and that they cost about 20 or 30 francs?—About 25 francs; but that includes every rate in operation in France on every railway—State, private, large, small, tramway—for passengers, dogs, horses, carriages, cattle, goods, everything that can be conveyed on a railway; you have it all in that book.

34224. In two volumes?—Yes.

34225. Do I understand you to say that the whole of that information is given in Belgium in a book that can be published for 1½ francs?—The State Railway Rate-Book is a small thing about the size of the Irish Classification Book.

34226. And that contains, you believe, all the special rates?—Yes, it contains the special rates. They have about 50 special rates. They give a mileage scale and commodity lists on which reference is given to the scale.

34227. Special rates in that sense, yes; but do you suggest that it gives the exceptional rates that are available only from one station to another?—Yes, point to point rates.

34228. They are given also?—They schedule certain points and give reference to a mileage scale.

34229. But where there is quite an exceptional rate, as, for instance, for German iron coming to Antwerp, or something of that kind?—It is contained in this book, which is about the size of the Irish Classification Book.

Rates and transit conditions sanctioned by Minister of Public Works or of Railways.

34230. *Chairman.*—That is so far as the publication of rates is concerned. Now, with regard to the variations in rates and transit conditions. I am going to ask you a few general questions, without going into the whole of the proof I have before me. Do I understand that when a rate is once fixed there is no means of having it altered, except by application of the railway company to the Minister of Public Works or the Minister of Railways?—In every case before a rate can be altered sanction must be obtained from the Minister, who has the power of ratifying it.

34231. Such cases as we have heard of in Ireland, for instance, where a ship arrives with a cargo of grain, and special low rates are quoted to enable that grain to be sent into the interior—such a case could not arise in France, say, because it would take months to get a special rate fixed?—You mean for a special consignment?

34232. Yes?—One special consignment?

34233. A special cargo?—In France in such an exceptional case, in regard to the import or export of anything that seriously affects the prosperity of the country, the railway company has power to bring a rate like that into force in five days by merely notifying the Minister.

34233A. *Colonel Hutcheson Poë.*—In twenty-four hours in one case, I think.

Provision made for the prompt issue of special rates in urgent cases.

34234. *Chairman.*—That is sufficient. Exceptional cases of that kind can be met very quickly, the rate subsequently being communicated to the Minister?—Yes. In that particular case the rate is sent to him, and if he has not notified his disapproval of it within a certain time it is put in operation.

34235. For instance, in Ireland, the Chamber of Commerce in Dublin, or Belfast, or elsewhere, might have a question before them and come to the conclusion that a certain industry might be developed if certain low rates were fixed by the railway company. What would be the *modus operandi* in France in such a case as that, if a Chamber of Commerce suggested a reduction of rates for certain articles? What would they do first of all?—They would bring it to the notice of the railway company first.

34236. Then what would the railway company do?—The Chamber of Commerce would communicate with the consulting committee.

34237. The consulting committee of what—of the State or of the railway company?—It would go to the Minister of Public Works.

34238. We are talking of the State railways?—No; they are privately-owned railways.

34239. All of them?—Yes.

34240. Then take Belgium; I think all the ordinary railways in Belgium belong to the State?—The proposals of the Chamber of Commerce would go to the Minister of Public Works. The Minister of Public Works has them examined by a Commission composed of the Inspector of the commercial working of the district, the Controller General, the port engineers, and the Inspector-General of Railways.

34241. *Mr. Acworth.*—This is France?—Yes.

34242. The Chairman asked for Belgium?—The proposals as to the rates are sent to the consulting committee for railways. For very important cases a Commission is drawn up in this Railway Committee, and in its name a report is presented to the General Assembly. That is in very important cases of rates. The representatives of the parties interested and of the railways are heard, the committee gives its opinion, and the Minister gives his decision, usually conformably to the Committee's advice.

34243. Have you not omitted that, if it is a proposal for a reduction of a rate—as it probably is if it comes from a Chamber of Commerce—it cannot come up to the Ministry unless the railway company back it; nobody can propose a reduction except the railway company?—The Minister can make representations to the railway company.

34244. Yes, but nobody except the railway company can propose a reduction?—That is so; I have that here.

34245. Unless the railway company sends it forward it is stopped, because the railway company stands on its own statutory rates?—That is so. I have it here. When once a rate is confirmed it cannot after be suppressed by the company except by a proposal of withdrawal duly confirmed. On the other hand, this withdrawal cannot be forced on the railway.

34246. The Chamber of Commerce has really to get the railway company on its side before it can do anything more?—Provision is made for the decision of the Minister being given.

34247. But it cannot come before him unless the railway company back it?—Really the only way in which it can be brought about is by the withdrawal of a rate and the substitution of a new one for it.

34248. The new one would have to be higher?—No. Since 1857 the Minister of Public Works grants only a provisional confirmation of the rates, which he reserves to himself the right to withdraw when he thinks fit.

34249. If he withdrew a rate that was in operation the result would be to send the railway company back on its statutory maximum, which is higher?—That is so. But they say that this dual control has worked fairly well, because the railway companies find it to their interest to work amicably with the Minister of Public Works.

34250. *Mr. Sexton.*—This is very important. I want to have it clearly understood whether or not the Minister in France has any power to reduce rates?—No, he has not. He cannot arbitrarily reduce a rate upon a railway company, but if a proposal for a reduced rate is put before him he consults the committee for railways, and has their observations upon it; both sides are heard at an inquiry, and he gives his decision. But the rate must have been agreed to by the railway company before he can give a decision.

34251. Can he withdraw a rate?—Yes.

34251A. Is it correct that in that event the railway company are remitted to their maximum rate or does the Minister substitute a new one?

34252. *Mr. Acworth.*—It need not be the maximum?—He can refuse to sanction any rate.

34253. *Mr. Sexton.*—So that the withdrawal of a rate obliges the substitution of some rate?—They cannot fall back on their maximum as a working rate.

34254. *Mr. Acworth.*—There is always in existence the statutory maximum rate, which may never be applied. But suppose the Minister withdraws a special

rate, or withdraws his sanction to a special rate, the result is to send the trader back to the ordinary rate, which would be higher than the special rate. Supposing, for the sake of argument, the Minister withdraws his sanction to that also, the only legal rate would be the statutory maximum, which would be higher still?—That is not my reading of the law. Every working rate must receive the sanction of the Minister, and the maximum rate is not a working rate.

34255. Quite so?—Therefore the approval of the Minister must be obtained to their applying the maximum rate as a working rate.

34256. The maximum rate is under Act of Parliament?—Working rates must not be beyond the maximum. The maximum was only fixed as a limit beyond which they must not go.

34257. Of course, the question never arises, but that is the legal position; if the Minister withdraws his sanction to a rate you go back to the ordinary tariff, which, *ex hypothesi*, would be higher?—Even the maximum cannot be applied as an actual working arrangement without the Minister's approval of it.

34258. You will not find that to be so, I think?—I think it is so.

34259. *Mr. Sexton.*—What is the practical effect; has the Minister practical control in that he can make a reduction of the rate?—In practice, yes, because the railway companies will meet him; they will make an arrangement.

34260. *Chairman.*—I want to see what the practice is in Belgium. In Belgium, on a State railway, can a rate be advanced without due notice being given to the public?—No. Fifteen days' notice must be given; it must be published in the *Moniteur*.

34261. Of an advance in the rate?—No Ministerial decree approving or modifying the price and conditions of freights may be put into effect until after the lapse of fifteen days.

34262. That is a reduction?—"Varying" would be a better word to use. No decree varying a rate can be put into effect until after the lapse of fifteen days.

34263. You do not follow my question. Please leave your proof and tell us from memory?—I have had to put so much matter into my memory that I would not like to depend on it.

34264. I am speaking of the State railways in Belgium. If a rate is to be reduced there everybody gets notice of the reduction by its being published?—Yes.

34265. It is published in an official document?—Yes.

34266. And there is fifteen days' notice?—Except in the case of international freights, imports and exports, when the time limits are reduced to twenty-four hours.

34267. *Mr. Acworth.*—Can they advance a rate without giving notice to the public in Belgium?—There is no distinction made in the information given me in Belgium between advancing and reducing; the same will apply, I presume.

34268. *Chairman.*—I have it in these notes that in the case of an advance in the rate at least three month's notice must be given?—You are quite right. That shows the disadvantage of not allowing me to look at my notes.

34269. In regard to every variation of a rate, whether it is reduced or whether it is advanced, everybody knows about it, because it is officially published in the *Gazette*?—Yes, you are quite right; I have it in my notes here.

34270. There is sufficient margin of time allowed for everybody to know of it?—Yes. In the case of any raising of a rate three months' notice at least must be given.

34271. Is it practically the same in the other countries?—There is one exceptional point in my notes in regard to Holland.

34272. What is it?—About the State having arbitrary power to reduce rates at any time.

34273. We know that?—If, in consequence of such reduction of tariffs, the net profits of the owners are reduced, they receive an indemnity out of the State Treasury. The amount of the indemnity to be paid is, when such a reduction is obvious, and when an amicable arrangement cannot be arrived at, settled by the judge. In no case is indemnity awarded to a larger amount than is necessary in order to bring the net profit of the year or years for which it is demanded up to 8 per cent. of the company's capital. That is the only country in which I found such a condition.

34274. That perhaps is the only country in which railways owned by the State are leased to private individuals?—I do not know of any other country where it is done. The circumstances are different in Holland?—Yes.

34275. Then with regard to equality of rates. I will get rid of these sheets in two or three questions. Did you make any inquiry with reference to this subject?—Undue preference was one of the subjects of inquiry.

34276. Did you find that throughout the countries you visited there is no preference given to any particular individual, that what is given to one is given to all?—It must be given to all under like conditions. The law is practically the same as our own.

Undue preference forbidden on Continental railways.

34277. In all these countries?—Yes.

34278. Let us see if we cannot settle this question about money value. You have given us some figures which on the notes will mean nothing at all unless we can get the equivalent figures in English money. Have you this sheet? (*Sheet headed "Foreign moneys and their equivalents" exhibited.*)—Yes, I have a copy of it here.

Continental weights and monies and their English equivalents explained.

34279 You mentioned, first of all, France, with kilogrammes, centimes, and so on. I suppose we all know their equivalents. But I want to get an explanation of the rates you have given, and which are on the notes, with reference to Denmark, for instance?—The weight is the kilogramme; 1,000 kg. is the French ton.

34280. Is that the same in all countries?—Yes, all the countries in the comparison. And the French ton is equal to 2,205 pounds avoirdupois. As to money in France, the franc is equivalent to 9·52*d.*

34281. You may omit France?—Belgium is the same as France for both weights and money.

34282. Germany?—It is the same for weights throughout all the countries. The mark is a shilling, is it not?—Not quite; it is 11·76*d.* actually.

34283. In Holland, what about the weights there, are they the same again?—Yes, as regards weights, and the guilder or florin is equal to 1*s.* 8*d.*

34284. Denmark?—The krone is equal to 1*s.* 1·2*d.*, and the ore is 1/100 of a krone. Austria and Hungary: the kroner is equal to 10*d.*, and the heller is 1/100 of a kroner.

34285. With regard to the classification of goods, you have told us about quick goods, slow goods, and express goods. What are the conditions attaching to the quick goods?—The conditions of transit?

34286. Yes?—That goes away from classification altogether.

34287. I am on the classification of goods now?—Goods are divided into six series in France.

French system of classification of goods.

34288. You mean six classes?—There are four classes according to the Act of Parliament, but they are sub-divided into six series, and the rate is struck on the series, not on the class. As far as I could analyse them, they came out in this way: Series 1 corresponds to class 1, series 2 and 3 are contained in class 2, series 4 and 5 are contained in class 3, and series 6 in class 4. From an analysis of the classification that I have made—I need not go through it—it will be seen that it is simply by assimilation of goods that the series are arranged.

34289. Is that classification general in France?—Except for small lines, where there is a much simpler classification—on steam tramways, etc.

34290. Never mind the tramways. Series 1 is the highest class of goods?—Yes.

34291. Corresponding to our class 5 in English classification, is it not?—That is so.

34292. You might, I think, give us a typical article or two in each class, just to show us what you mean. For instance, take an Irish product, take class 1, which is the highest?—Fresh butter.

34293. Fresh butter comes into the highest, does it?—Yes, in series 1. Brushes and brooms, biscuits, candles, fresh flowers, fresh fruit.

34294. That is the highest rate of all?—That is the highest rate of all by goods slow transit.

34295. That is a most extraordinary classification. I see it includes goods that are in three or four different classes in the English classification?—Yes. In some cases there is 50 per cent. added to the ordinary rate; for instance, for fresh flowers and live rabbits.

Anomalies of the classification as compared with the English.

34296. And baskets? Yes, and saddlery, and dead and live poultry.

Nov. 8, 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

34297. You have fresh butter and eggs in the Series I., which is the highest rate?—Yes.

34298. Where have you got salt butter—in Series 3, I think?—Series 3, which also applies to such commodities as tanned leather, condensed milk, new potatoes, flax, and grain in sheaf.

34299. And Series 6?—That corresponds to our Class A, and includes coal, manures, phosphates of lime, sand, superphosphate of lime, turf, fuel, peat litter, and basic slag. That is the lowest rate.

34300. Looking at it casually, I see that nearly all the perishable goods are in the highest class?—Yes.

German classification of goods.

34301. In Germany, is the classification somewhat similar? There are nine classes, I see?—Yes, there are nine classes in Germany. There are express goods, comprising commodities of every description, and without limitation as to weight; fast goods, all goods which are not contained in a special tariff; a special tariff for certain goods by fast train; slow goods, ordinary package rate, with certain exceptions; then there is an exceptional list, for which there is a reduced tariff. In wagon loads, there are four main classes: Class B, special tariff I., special tariff II., special tariff III. These rates all apply to a minimum weight of ten tons. To these four ten ton wagon load classes there are three sub-classes. The sub-class rates apply to the commodities in the main class, when the weight is only 5,000 kg. per wagon.

Perishable goods requiring quick transit charged at the highest rate on Continental railways.

34302. Practically, the system appears to be, from what I see here, that all perishable goods requiring quick transit are in the highest class and charged at the highest rate, and that there is a considerable difference in rates for full wagon loads of ten tons and five tons, and lots under five tons?—Yes, that is so.

34303. That is generally the system throughout the continent?—Yes. With regard to Germany, they have a special tariff for certain fast goods, which includes butter, buttermilk, field or garden produce, fresh vegetables, skim milk, fresh fruit and plants.

34304. Shall I find any figures?—Yes; all figures will be given later on.

French railways—regulations for the general calculation and conditions of quick and slow transit.

34305. That is everything with regard to the classification of goods. Now we come to the calculation of freight charges. What are the conditions of quick transit in France?—The regulations for the general calculation and conditions of quick transit are the same as in the slow. Quick and slow are the same, so far as general conditions are concerned. As regards fractions of weight, packages up to five kg. are charged as five kg.; packages from five kg. to ten kg. are charged as ten kg.; packages exceeding ten kg. are charged per indivisible ten kg.

34306. What is the minimum in Ireland?—Up to seven pounds, I think, is the minimum rate for passenger train.

34307. *Mr. Acworth.*—You were talking about ordinary goods traffic?—Quick transit.

34308. *Chairman.*—That is, mixed train?—Yes; you cannot call it passenger; "express" corresponds to our passenger train.

34309. *Mr. Acworth.*—The definition is "a speed corresponding to that of a passenger train"?—Yes.

34310. *Chairman.*—You have given us the parcels rates?—I think that would correspond probably to the perishables by passenger train, for which the minimum charges are for a hundredweight, I think.

34311. We have had the minimum weight; what is the minimum distance charged for; I think it is six km., is it not?—The minimum distance charged for is six km.

34312. Every fraction is charged for as a full kilometre?—Yes.

34313. I suppose you found that the conditions vary in the different countries you visited, with reference to special rates?—Yes.

34314. But the condition as to what I call complete and incomplete loads—five tons and ten tons—is applicable throughout?—Yes.

The rates in operation on the State railways lower than on the privately-owned lines.

34315. That is to say, there is a low rate for ten tons, a slightly higher rate for five tons, and a great deal higher rate for lots under five tons?—That is so.

34316. And that is general throughout the countries you visited?—Yes.

34317. Did you notice any great difference between the rates in operation on the State railways in France and the other railways?—Yes. The State railway rates are lower than the others; that is, the rates in operation.

34318. The rates in operation are lower on the State railways than on the other railways?—Than on the privately-owned.

34319. *Mr. Acworth.*—Can you give the ton-mile rates on the different systems?—I believe I have them.

34320. *Colonel Hutcheson-Poe.*—But the proportion of State railways in France is very small compared with the privately owned?—Yes. I have the figures here. For Series 1——

34321. *Mr. Acworth.*—Have you got the figure of the ton-mile of traffic which is given in the ordinary French report—the ton-mile receipts of the whole line for the half-year or year?—The average?

34322. No?—I have the actual tariff here.

34323. Never mind the tariff. Have you got the figure which you would get in any French report, giving the average ton-mile receipt?—No; that would be no use as regards each series.

34324 No, but it would be a general figure; it would be a comment on the statement you have just made, and we could see the difference between one company and another?—I could give it, putting series against series.

34325. I am not interested in that, because I do not know what is in the series?—I can define it.

34326. What is the average rate?—I have not touched the average rate in any country.

34327. Then, what does the statement that the rates are lower on the French State railways mean?—The basis of calculation of rates is lower per ton per kilometre on the State railways than on the other railways.

34328. For calculating all the rates?—For each series of goods carried by slow train.

34329. That is the basis of the actual normal tariff; is that what it is?—Yes.

34330. Of course we should want to know what percentage of the traffic went on the normal tariff before we knew what interest that has?—Yes.

34331. *Mr. Sexton.*—You give the different classes of goods, do you not?—Yes.

34332. *Mr. Acworth.*—But you cannot tell what percentage go at normal rates, and at what exceptional?—No.

34332A. *Chairman.*—I asked whether the rates were lower on the State railways than on the privately-owned, and the witness said yes, there was a material difference; he said that he could give the various rates for the series on the two classes of lines, and that given the same classification the rates were lower on the State railways.

34333. *Mr. Acworth.*—But what we want to know is this. Supposing ten per cent. of a series go on the normal tariff, and ninety per cent. on the exceptional tariff, though the normal tariff of the State railway may be lower, if the exceptional tariff on the other railway is lower it may much more than counterbalance the difference. We cannot settle that point from the statement about the normal tariff.

34333A. *Mr. Sexton.*—Have your inquiries led you to think that, as the normal tariff on the State railway is lower, the exceptional rates on the State railways would be lower also?—I can find out. I have the tariffs.

34333A. That would be the inference?—Yes. But as regards the special rates, I have not touched them at all; I have only taken the basis of calculation as laid down. What I proposed to do hereafter was, where I used special rates in comparison with actual working rates in Ireland, to give the full conditions attached to such rates. I did not go into the details of the actual working rates.

34334. *Mr. Acworth.*—I must apologise for asking so many questions at this stage, but I feel that if the matters pass now, as I have not these papers before me, the evidence will really convey nothing to my mind at all. Could we have the documents printed before Mr. MacNulty comes back?

34334A. *Mr. Sexton.*—I could not attempt the task of addressing any questions to Mr. MacNulty until I had read his memoranda.

34335. *Chairman.*—The simple question I put was this, and the witness answered it perfectly correctly—that there was the same classification, the same series exactly, and that where butter and eggs and so on, were carried they were charged more on the privately-owned railways than on the State railways.

34335A. *Mr. Acworth.*—He has not said that.

34336. *Chairman.*—Yes.

34336A. *Mr. Acworth.*—He has told us that there is a lower tariff, but whether any traffic goes at it he has not told us; he does not know.

34337. *Colonel Hutcheson Poë.*—Is it not a fact that, with regard to the proposed acquisition of a railway in France, one of the great objections which the railway companies make to the acquisition of that railway by the State is that they do charge much lower rates on the State portion of the railways?—Yes.

34337A. *Colonel Hutcheson Poë.*—That is one of the great objections the railway companies have against the proposed purchase.

34338. *Lord Pirrie.*—That does not answer the question.

34338A. *Mr. Sexton.*—Seeing that the State railway normal charges are lower, it lies upon those who suggest that there are, on the private lines, exceptional rates which have a counteracting effect, to show it.

34339. *Mr. Acworth.*—There is no one here whose duty it is to defend the one set of railways or the other; we are here to get at the facts, and I am pointing out that we have not got the facts, which might upset the statement as to there being lower rates on the State railways.

34339A. *Colonel Hutcheson Poë.*—I understood Mr. MacNulty to say that the rates in operation on the State railways were considerably lower in every direction, for both passengers and goods, than on the private lines.

34340. *Mr. Acworth.*—I think you will find the position is this—that it is quite true that the normal tariff is lower, but it is not necessarily true, and I do not think it is in fact true, that the special rates are lower. Therefore, the really important question is what proportion of traffic goes at the special rates and what proportion at the normal rates?

34340A. *Lord Pirrie.*—Does Mr. MacNulty know that?—I have not worked that out, because I have not made a comparison of special rates.

34341. *Chairman.*—You are putting questions which cannot possibly be answered by the witness.

34341A. *Mr. Sexton.*—The comparison is very important.

34342. *Chairman.*—I should say that the special rates would show the same proportion?—I could give a statement of the special rates on the State railways compared with the special rates for like commodities on the other railways in France. I cannot give it now, but I can prepare it.

The proportion of the traffic carried at special and ordinary rates.

34342A. *Mr. Sexton.*—It is obviously necessary that the Commissioners should have an opportunity of reading that statement, as well as the general memoranda, and Mr. MacNulty can be questioned upon them at a future date.

34343. *Chairman.*—Do the railway companies require all this?

Mr. Croker Barrington, Solicitor.—I think if it is done in the way that you suggest it will suffice All that you think necessary to elicit will appear on the notes, and we shall have it before us and be able to answer anything that is necessary. If, on the other hand, these voluminous documents are printed the railway companies should have them, and it would take a great deal of time to consider them.

34343A. *Chairman.*—It would be very troublesome to print all these documents. It should be done by question and answer if possible.

The Commission adjourned till the following morning at 11 *o'clock.*

FIFTY-SIXTH PUBLIC SITTING.—SATURDAY, NOVEMBER 9TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—SIR CHARLES SCOTTER, BART., Chairman; Sir HERBERT JEKYLL, K.C.M.G.; Colonel W. HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. PHILIP MACNULTY, Transit Inspector, Department of Agriculture, further examined by the CHAIRMAN.

Nov. 9, 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture

34344. I find that I omitted to ask you anything yesterday about passenger fares?—Yes. I have a statement here upon that subject.

34344A. It is rather important that we should have some of these fares on the notes; therefore I will ask you a few questions upon them?—I might explain that the statement contains the unit rates per kilometre in some countries, and per zone in others.

Passenger fares—French railways.

34345. I think you might go through this very shortly. Take, first, the unit charge per kilometre in France?—1st single, 11·2 centimes; 2nd single, 7·56 centimes; 3rd single, 4·928 centimes. 1st return, 16·8 centimes; 2nd return, 12·096 centimes; 3rd return, 7·8848 centimes.

34345A. Is it necessary to carry it out to so many figures?—The end figures would probably make a difference when you came to work out the actual fares for long distances.

34346. These are the rates in France?—Yes.

Belgian railways

34346A. Now give them for Belgium?—1st single, 9·45 centimes; 2nd single, 6·37875 centimes; 3rd single, 3·78 centimes. 1st return, 15·12 centimes; 2nd return, 10·206 centimes; 3rd return, 6·048 centimes.

34347. Can you give us Germany now?—This is the Prussian State.

34347A. Yes; they are all the same?—It is from the Prussian State book I have taken these.

German railways.

34348. *Mr. Acworth.*—What is the date at which you got those?—For Prussia I got them in December, but they gave me the revised rates that were to come into operation on May 1, 1907. In the Prussian State, the unit charge per kilometre is—1st single, 7 pf.; 2nd single, 4·5 pf.; 3rd single, 3 pf., with the following excess charges made for conveyance by fast trains: from 1 to 75 km. 1st class, ½ mark; 2nd class, ½ mark; 3rd class, ¼ mark. From 76 to 150 km., 1st class, 1 mark; 2nd class, 1 mark; 3rd class, ½ mark. Over 150 km., 1st class, 2 marks; 2nd class, 2 marks; 3rd class, 1 mark.

34348A. These are amounts paid in addition to the fares?—In addition to the fares I have just quoted.

Dutch railways

34349. Now, Holland?—Holland: 1st class single, 5 cents; 2nd single, 4 cents; 3rd single, 2·5 cents. 1st return, 8 cents; 2nd return, 6 cents; 3rd return, 4 cents. I should have mentioned that in the State of Prussia and in the State of Saxony they have a 4th class, which is charged on the basis of 2 pf. per kilometre for conveyance in slow trains only.

34349A. *Mr. Aspinall.*—The seat tax in Germany has been abolished, has it not?

34350. *Colonel Hutcheson Poë.*—That was done away with on May 1 this year in view of this new tariff.

34350A. *Mr. Aspinall.*—But there were two changes—a change which abolished the seat tax, and a change which put on 10 per cent.

34351. *Colonel Hutcheson Poë.*—That was taken off this year; it came into force in July, 1906, and was taken off in May, 1907, in view of this new tariff.

34351A. *Chairman.*—What are these excess fares—are they the seat tax?—No; they are for conveyance in fast trains.

Danish railways,

34352. I do not think it is necessary to give all these figures in regard to Denmark?—There is a long table.

34352A. Just take the unit charge per kilometre up to 100 km.?—1st single, 6·8 ore; 2nd single, 4·3 ore; 3rd single, 2·5 ore.

34353. Are there no return tickets?—No.

34353A. Now take from 197 to 225 km.?—1st single, 10·15 Kr.; 2nd single, 6·40 Kr.; 3rd single, 3·75 Kr.

34354. Now take the last one, for over 676 km.?—1st single, 21 Kr.; 2nd single, 13·25 Kr.; 3rd single, 7·75 Kr.

34355. Are there any excess fares there in addition to those rates?—Yes.

34356. Then just give us those?—In local journeys in one of the following districts—I had better give the names as they are pronounced here —

34357. Give a typical case?—Within any one of the districts (1) Sjaelland-Falstar, (2) Fyn, (3) Jylland, it is 80 ore 1st class, 50 ore 2nd class, and 30 ore 3rd class.

34358. That is sufficient?—But on through journeys between the districts it is much higher; it is 1 kr. 30 ore 1st class; 80 ore 2nd class, and 50 ore 3rd class.

34358A. *Mr. Acworth.*—These are excess fares for conveyance by fast trains; you said local?——

34359. *Chairman.*—They are extra charges for express trains?—The first set were for local journeys within a district; the second set are for through journeys between the districts—excess charges.

34359A. It is the excess on an express in a local island?—Yes.

34360. Now take Austria—the unit charge per kilometre?—Up to 150 km. by fast or express train, 1st class, 11·76 heller; 2nd class, 7·28 heller; 3rd class, 3·92 heller.

34361. Now by slow train?—By slow train, 1st class, 8·40 heller; 2nd class, 5·04 heller; 3rd class, 2·80 heller.

34362. You have given us up to 150 km. Then there are varying charges; what are they for over 600 km.?—Fast train, 1st single, 10·752 heller; 2nd single, 6·272 heller; 3rd single, 2·912 heller.

34363. Now for the slow train?—1st single, 7·392 heller; 2nd single, 4·032 heller; 3rd single, 1·792 heller.

34364. *Mr. Acworth.*—Does the charge you have given for the over 600 km. distance mean the charge for the whole 600 km., or the charge after making the full charge for the first 150 km.?—Do you mean, is it cumulative or the rate charge per kilometre from the beginning?

34365. You gave the rate for over 600 km. Would you have to multiply that figure by 600, or would you have to pay the charges for the previous zones up to 600 km.?—You would multiply the zone distance by the actual unit which I have put opposite it.

34366. None of the countries you have just mentioned—Germany, Belgium, or Austria—has any reduction on return tickets, has it?—There are no return tickets in Austria.

34367. Nor in Germany, are there?—Germany has none.

34368. *Chairman.*—There are no return tickets in Germany or Austria?—No.

34369. Have you made any inquiries in reference to market tickets? Yes. But I have not yet mentioned Hungary in connection with ordinary passenger fares.

34370. It is practically the same as Austria, is it not?—There are points of difference.

34371. Just take the first?—The first is the local zone, 1 to 10 km.

34372. In Hungary there are zone fares, and the zones are 1 to 10 km.?—That is the first zone for local traffic; the second is 11 to 15 km.; and the third, 16 to 20 km.

34373. Have you the figures for the local zones?—Zone No. 1, first single, 0·60 kr.; second single, 0·30 kr.; third single, 0·20 kr.

34374. They are all slow trains?—Yes, there is no difference for conveyance by fast trains in these local zones.

34375. There are no fast trains, probably?—Yes, for long distances.

34376. But in the local zones?—Perhaps not. Zone II., first class, 0·80 kr.; second class, 0·44 kr.; third class, 0·30 kr. Zone III., first class, 1 kr.; second class, 0·60 kr.; third class, 0·40 kr.

34377. Now for the long distance zones. There are no less than sixteen zones?—That is so.

34378. Give us the first, the middle, and the last zones?—Zone 1, from 21 to 27 km., by fast train, first single, 1·80 kr.; second single, 1·20 kr.; third single, 0·70 kr. By slow train, first single, 1·50 kr.; second single, 1 kr.; third single, 0·60 kr.

34379. Now the middle zone; take the eighth zone?—The eighth zone is from 116 to 130 km. By fast train, first single, 12 kr.; second single, 8 kr.; third single, 4·80 kr. By slow train, first single, 9·60 kr.; second single, 6·40 kr.; third single, 4 kr.

34380. Now take the last zone, over 400 km.?—By fast train, first single, 30 kr.; second single, 20 kr.; third single, 12 kr. By slow train, first single, 24 kr.; second single, 16 kr.; third single, 10 kr.

34381. Now with regard to market tickets?—There are no market tickets so-called on the Continent.

34382. That answers that question then?—But I should explain that in Germany people going to market are carried at fourth-class fares of 2 pf. per kilometre, and are permitted to take with them without charge any produce they are conveying to market.

34383. *Mr. Acworth.*—In North Germany?—North Germany, Prussia.

34384. *Chairman.*—Anything they can carry with them?—Yes, they must take it in the carriages themselves, but there is no excess charge made for it.

34385. *Mr. Acworth.*—Are there any traders' tickets?—There are no traders' tickets.

34386. Are there no traders' tickets in any of the countries you have mentioned?—I should have mentioned that with regard to Holland I have no information on the market ticket question.

34387. *Chairman.*—With regard to workmen's tickets in France. Do you find that there are cheap return tickets issued to workmen?—Yes. The Ouest Railway is the first I have dealt with.

34388. Between what points? They are only issued in the vicinity of large places, I suppose?—In the vicinity of large places, yes. I give three places on the Ouest Railway, Rouen, Havre, and Barentin.

34389. Did you find that there are cheap workmen's return tickets from stations in the vicinity of Paris into Paris?—Yes. I have taken the Nord line by itself.

34390. You are dealing with the Ouest now?—Yes.

34391. Rouen—what did you find there with regard to workmen's tickets?—They are given to definite points, but I have shown here only the distances to those places with the rate charged in each case. The distances run in that locality are from 6 km., and the charges, for day return tickets, third class, are from 30 centimes for 6 km. to 50 centimes for 15 km. distance.

34392. How do those rates compare with the ordinary return fare?—For the 6 km. distance, the 30 centimes workmen's ticket compares with 45 centimes for the ordinary return ticket.

34393. And for the last distance?—For the 15 km. distance, the 50 centimes workmen's ticket compares with 1fr. 20c. for the ordinary return ticket.

34394. I suppose the rates are much the same at Havre?—They are about the same, except that the maximum distance is 10 km.

34395. The workmen's fares seem to be about the same on the Ouest of France; where there are workmen's fares they are on the same basis?—Yes, but there is a slight difference. For the 10 km. in the first district the fare is 35 centimes, whereas in the Havre district it is 50 centimes. In the third section of the Ouest district, the distances are much longer; they are from 10 to 25 km.

34396. Where is Barentin?—I cannot tell you exactly. I took it out of the tariff book. They give a number of workmen's fares for it, consequently I assumed it was rather an important manufacturing place.

34397. *Mr. Sexton.*—Probably a factory town?—Yes, and the workmen have to travel long distances, up to 25 km.

Workmen's tickets—French railways.

34398. *Chairman.*—Do the Northern of France issue return tickets into Paris for workmen?—Yes. For instance, 7 km., 40 centimes; that compares with 55 centimes charged for ordinary return tickets. For a distance of 8 km. they charge 30 centimes only, in a different locality, which compares with 65 centimes for the ordinary return ticket.

34399. With regard to season tickets on the State railways of France?—That has been typed in the wrong place. If I might, I would adhere to the workmen's tickets arrangements right through. What I have mentioned so far refers to daily tickets only. On the second sheet you will find references to weekly tickets.

34400. Are weekly tickets issued to workmen on the Nord Railway?—Workmen, and other employees in Paris having an income of less than 2,000 francs per annum, are granted third class weekly tickets on the Nord Railway at the following fares. Shall I take the first and last?

34401. No; take this one through?—Up to five km., 1 fr.; from six to eleven km., 1 fr. 40 c.; from twelve to eighteen km., 2 fr. 5 c.; from nineteen to twenty-five km., 2 fr. 80 c.; from twenty-six to thirty-two km., 3 fr. 60 c.; and from thirty-three to forty km., 4 fr. 30 c.

34402. These tickets, I understand, are third class weekly tickets, issued to workmen, available by any train, and as many times as they like; is that so?—I would not say that. Workmen travel in the morning and in the evening usually.

34403. But supposing he wishes to go home to dinner at mid-day, there is nothing to indicate that he may not travel by one of these tickets?—I would not go further than the statement I have made; but it is an exact translation from the special tariff, so there is no limitation, I take it.

34404. There is no limitation?—Apparently not.

34405. Is there any limitation as to the time of day at which these tickets are available?—No, there is nothing contained in this statement.

34406. Then, they are available, as I understand, by any train at any time?—I cannot go beyond what I have here; this is taken from the official document.

34406A. *Mr. Sexton.*—Once a day each way, no doubt.

34407. *Chairman.*—Are the rates different on the State Railway in France?—Yes. Workmen's weekly tickets are granted within a radius of thirty km. of Bordeaux, Nantes, Angers, Orleans, Tours, La Rochelle, Rochefort, and Niort, at the following prices. The distances run from one to thirty km. by single kilometres.

34408. Take the five kilometre distance?—60 centimes.

34409. For ten kilometres?—115 centimes.

34410. For twenty kilometres?—185 centimes.

34411. For thirty kilometres?—230 centimes.

34412. Those are weekly tickets on the State Railway?—Yes.

Belgian railways.

34413. Now with regard to Belgium?—I have the rates for workmen's tickets there also.

34414. First of all, day tickets?—For one single journey per day, subscription tickets are issued for distances up to 20 kilometres.

34415. What is the rate for a distance of five kilometres?—To be used on six days a week the charge is 60 centimes; to be used on seven days a week, 75 centimes.

34416. For ten kilometres?—To be used on six days a week, 80 centimes; seven days, 90 centimes.

34417. For twenty kilometres?—A six-day ticket, 105 centimes; a seven-day ticket, 130 centimes. Those are for one single journey per day.

34418. Therefore there is a distinction in Belgium?—Yes.

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Workmen's tickets—*continued.* Belgian railways.

34419. There did not seem to be any such limitation in France?—No. These rates are for a single journey per day, only one way.

34419A. *Colonel Hutcheson Poë.*—They have also a ticket for a return journey per day.

34420. *Chairman.*—The rates you have just given us are for a single journey per day. Will you now give the rates for a return journey per day? Take five kilometres?—These tickets extend the distance up to 100 kilometres; the single tickets only went up to twenty kilometres. For five kilometres, a six-day ticket is 95 centimes; a seven-day ticket, 115 centimes.

34421. That is the double journey?—Yes.

34422. Now go on to ten kilometres?—For ten kilometres, a six-day ticket is 125 centimes; a seven-days ticket, 145 centimes.

34423. For twenty kilometres?—A six-days ticket, 150 centimes; a seven-days ticket, 175 centimes.

34424. Now the forty kilometre rate?—A six-days ticket, 200 centimes; a seven-days ticket, 230 centimes.

34425. Now take the last?—100 kilometres, a six-days ticket, 315 centimes; a seven-days ticket, 360 centimes.

34426. There is no limitation as to time in that case, is there?—No. I have nothing about it on my notes.

34427. *Colonel Hutcheson Poë.*—In addition to that they have tickets available for one journey to and from in the week?—Yes; I am coming to that.

34428. *Mr. Acworth.*—Are you sure that the workmen's tickets are not available only by certain trains in the morning?—I am not definite about that. Here are the notes which have been made out by the translator.

34429. Do you suggest that they are available to come in at twelve o'clock and back at three?—These are all the notes I have.

34430. *Colonel Hutcheson Poë.*—There is nothing in the tariff, I worked it out?—These are not my own translations; I can only give you what is on my notes.

34431. *Mr. Sexton.*—Is the only limitation that they must produce evidence that they are workmen?—Certificates have, in some cases, to be presented.

34432. *Mr. Acworth.*—It is clear there must be some protection to the railway company that they are not used by every third class passenger?—Yes.

34433. *Colonel Hutcheson Poë.*—They have to satisfy the company that they are workmen, but there is no limitation in the tariff.

34434. *Mr. Acworth.*—They may be limited by the fact that they are available only by workmen's trains, and that that is defined in the time table.

34434A. *Colonel Hutcheson Poë.*—In the tariff they have simply to satisfy the company that they are workmen.

Danish railways.

34435. *Chairman.*—I do not think you need give us the single journey rates, as they do not apply to anything we have got. In Denmark there are no special rates?—There are no special rates for workmen.

34436. In Austria?—In Austria workmen are carried single journeys on the following scale. There are ten zones.

34437. They have the zone fares?—Yes.

Austrian and Hungarian railways.

34438. Take the first?—From 1 to 10 km., for single journeys, 13 heller.

34439. From 41 to 50 km.?—62 heller.

34440. They go up to 100 km.?—Yes. These are for single journeys only. From 91 to 100 km., 125 heller.

34441. They seem to have a very simple arrangement in Hungary?—Yes. When labourers present a certificate as to their occupation they are charged half third-class fare.

34442. That is very simple?—Yes.

34443. *Mr. Acworth.*—Do you understand that to apply to all travelling—that if I get a certificate that I am a labourer I may always travel half price?—So long as the certificate lasts. If a man is employed by a farmer he can only present the certificate that he is engaged for a certain time.

34444. Do you understand that to mean this. Take an ordinary workman; he has a job; can he, as long as he has a certificate that he is on that job, travel half-price, even though the journey has nothing to do with the job, or with going backwards and forwards from and to the job?—No; the certificate will certify the time the man is engaged upon the job.

34445. The travelling must have connection with the job?—Yes.

34446. It is not a general power to the workman to travel half-price?—No.

34447. *Mr. Aspinall.*—What are the arrangements they make as to the return of the certificate?—That I cannot say.

34448. *Chairman.*—Now, with regard to Germany?—In Germany workmen are carried for distances up to a maximum of 50 km. at half fourth-class fare, that is, 1 pf. per kilometre, with a minimum charge of 10 pf. for single journey.

34449. That is simple also. Are there any weekly return tickets issued?—Weekly return tickets are issued to workmen at the total of the ordinary workmen's fares. No reduction apparently is made.

34450. In regard to Holland, you have no information?—No.

34451. *Sir H. Jekyll.*—Are there any special fares for school-children?—Yes, but I have not dealt with them. I dealt with the matter almost entirely from the agricultural and industrial point of view.

34452. *Mr. Sexton.*—Do they exist?—Yes.

34453. In what countries?—I could not say.

34454. Generally?—Yes, students' tickets.

34455. *Mr. Acworth.*—In Germany are they not one of the classes of tickets which have been abolished by the new reform?—No; the revised scale given to me is exactly the same as the other, but with reduced figures.

34456. They have abolished a good many special classes of tickets; do you think they have retained this one? Children's tickets?

34457. Yes?—I am not prepared to go into that; I did not deal with that question, but in going through the Tariff Books I noticed casually that children were carried at reduced rates in some of the countries; France is one; I could not tell you the whole of them. I did not deal with the matter from an educational point of view.

34458. In the revision is there a reduction of the children's fares?—I could not tell you.

34459. *Colonel Hutcheson Poë.*—In Belgium they have very cheap fares for students?—Workmen's, traders', and market tickets and ordinary fares are what I looked into specially. There are a number of reductions in France. If two or three members of a family are travelling together they get a reduction at any time.

34460. *Mr. Sexton.*—Is that in France only?—I am not sure about that.

34461. *Chairman.*—Now, with regard to goods traffic? I ought to explain why this has been gone into in such detail. The reason is that owing to the public interest taken in the matter the Department considered it well to place the translations that they have made open to the public. That was some months ago, and the opportunity was availed of to some extent. But this necessitated our going into the matter fully as far as our evidence is concerned, lest anybody might have taken notes of points which we consider unimportant; if I had omitted details from my evidence it might have left the Department open to the charge of not having gone fully into the matter.

34462. But we have all this really ourselves. First of all, with regard to the system in Belgium for express goods. What are the rates charged there?—The rates according to Tariff No. 1——

34463. That is the highest class?—Yes, that is the highest class—express goods.

34464. Express goods are charged on the highest class?—Yes, and the tariff comprises all the accessory expenses except collection and delivery of the goods, disbursements, reimbursements, advice of arrival, and premium on declaration of interest in delivery. The rates for these goods when prepaid and weighing up to 60 kg., for all distances—they are scaled according to weight; shall I go through the scale?

34465. Give us an example?—Packages not exceeding 5 kg. in weight, 80 centimes; over 20 and up to 30 kg., 2 fr.; and the last is over 50 and up to 60 kg., 3 fr. 50 c. Of course, there are intermediate weights.

34466. This is for all express goods traffic, I understand?—Prepaid. The public can prepay these packages by stamps, and if adhesive stamps are attached these are the charges. When the packages are not stamped the scale is the same as for the prepaid stamped parcels with an excess fee of 20 centimes for each package.

34467. An excess fee of 2*d.* per parcel?—Yes.

34467A. *Chairman.*—I should like to get at something about agricultural produce if I could.

34468. *Mr. Acworth.*—Might I clear up a point here? You say that these rates do not include collection and delivery?—That is so.

34469. "Express" seems to imply that the consignee wants it at once. Can you tell us what arrangements are, in fact, made?—Does it get to the station, is an advice note then sent, and does the man fetch it next day?—I can give you that under the heading "Collection and Delivery." I have a chapter dealing with that in all countries, and Belgium will come in its order.

34470. *Chairman.*—About these express goods parcels; what is the maximum weight that can be carried under that arrangement?—60 kg. The railways are not bound to accept for transit, by express, packages of more than one cubic metre volume, or weighing more than 150 kg.

34471. I mean packages that are stamped?—60 kg.

34472. Anything above 60 kg. must be paid for in the ordinary way, not with stamps?—Not by stamps.

34473. Is the scale of rates different for unstamped express traffic?—That excess fee of 20 centimes per package is added for packages up to 60 kg. Twopence per package is added if they are not prepaid.

34474. If they are not prepaid by stamps, you mean?—Yes; an excess fee of 2*d.* per package is charged.

34475. There are many conditions attached to this express business. I suppose the railway companies are not bound to accept anything above a certain weight?—They are not bound to accept for transit, by express, packages of more than 150 kg. or beyond certain dimensions one cubic metre volume.

34475. They may refuse to accept then, not only if they are weighty, but if they are unwieldy or bulky?—Yes.

34477. In other words, they are sent by passenger train, I suppose?—By ordinary train.

34478. In those big wagons that one sees so frequently on the Continent?—Yes.

34479. *Mr. Acworth.*—Do you suggest that in Belgium I cannot send five tons at express rate?—Not by express train. 150 kg. is the maximum weight accepted for transit by express train.

34430. I did not know that any country did that?—Yes. That express train, of course, is not a fast goods train. It is an express passenger train. You have three services in Belgium: express goods, accelerated goods, and slow goods, express being the highest rate, accelerated goods an intermediate rate, corresponding to the fast goods in France, and then the slow goods.

34480A. *Mr. Acworth.*—Surely in Belgium they use the phrase *grande vitesse.*

34481. *Chairman.*—And *petite vitesse*?—They have three; they have an accelerated goods rate, which is intermediate between *grande vitesse* and *petite vitesse.*

34482. *Mr. Acworth.*—The point I want to get at is, is it (1) or (2) that corresponds with the phrase that is usual all over the Continent—*grande vitesse*?—What I call "express" would correspond to it.

34483. Which is the one that is double the normal tariff?—They do not go on that principle in Belgium; they have a special rate. But they have three grades; there is the fastest, the express; accelerated goods, an intermediate service; and slow goods, ordinary goods train.

34484 *Mr. Aspinall.*—Have they any special rate for export?—That I will deal with later on; they have, for special commodities, and for import.

34485. *Chairman.*—I think we have had enough about these express parcels. In Belgium all consignments of slow goods, in addition to the tariff rates, are charged a fee of twenty centimes, are they not?—Yes, for registration.

34486 Is there also a charge, when the goods arrive at their destination, for posting the advice note?—Yes

34487. There are several little charges of that kind in Belgium?—Yes, per consignment.

34488. Is it not the fact also that in Belgium, when there is a consignment containing different classes of goods, say, a mixed package, the rate charged by the company is the highest rate they can charge for the highest class of goods in the package?—Yes, that is so.

34489. We have had that before us. The system in Belgium on the State railways is that in regard to a mixed package where there are different classes of goods, they charge the highest?—Yes. But there is this provision made. If it be advantageous to the public, and if the way-bill shows separately the weight of each category of goods, consignments composed of different classes, or belonging to special tariffs, with a proviso of a minimum of 10,000 kg. may be charged separately at the price of the class or special tariff applicable to each category of goods.

34490. *Mr. Acworth.*—Provided there is not less than one ton of each?—Yes.

34491. *Chairman.*—What is the minimum charge under slow goods tariff?—For Class 1?

34492. Yes?—The charges are shown separately for each weight in the tariff. The Tariff Book has a scale which shows the minimum for each one of the classes of rates. The actual amount of each will be shown in my chapter dealing with the calculation of freight charges.

34493. There are so many conditions in the Belgium tariffs that it is almost impossible to get at what one should have to pay. It is impossible to make comparisons, there are so many subsidiary charges. For instance, for goods of bulk they may charge 50 per cent. extra, and so on. In fact, they seem to do as they like?—It is all down in black and white. The rights and obligations of both railways and public are clearly shown in black and white in every country on the Continent.

34494. *Mr. Sexton.*—I feel more and more every moment the impossibility of dealing with Mr. MacNulty's evidence unless his memoranda are first supplied to each member of the Commission. Unless each member of the Commission has an ample opportunity of going through these memoranda they cannot be possibly used to ascertain those principles which no doubt are deducable from this vast mass of detail. How does that strike you, Mr. MacNulty?—I think so too.

34495 *Mr. Acworth.*—I suppose the Department are contemplating printing this. They are surely not going to waste all this—simply put it away?—This information has all been got out at the request of the Commission. The Department were asked by the Commission if they would supply some information as to foreign rates, and they undertook to do so. It has turned out a much bigger thing than they anticipated when they gave the promise, and has involved considerably more expense than they anticipated.

34496. *Mr. Sexton.*—I suppose it would go into a pamphlet of about a couple of hundred pages?—Yes.

34496A. *Mr. Acworth.*—I wonder if they would print it if the Commission asked them.

34497. *The Secretary.*—The matter we have here is nothing compared with what Mr. MacNulty is going to furnish. I understand that what he is going to submit in January will fill a small cart?—(*Witness.*)—The comparisons of actual working rates will be bulky, but the information required by the Commission will probably be contained in a small bundle of sheets of foolscap. The working out of it showing the rates so that the railway companies can check them, will mean a lot of paper, because we will have to show every rate that we use. This roll (*exhibiting roll of papers*) contains one set—artificial manures; there are probably 1,200 actual Irish rates in it. Then, in columns after each Irish rate is shown the foreign rate taken for comparison, with all the conditions attaching to it, so as to enable the railway companies or the Commissioners to see whether it is a legitimate comparison or not. We do not say whether it is or not; we get the closest comparison we can, and it is for anyone to say whether it is a legitimate comparison or not.

34498. *Mr. Sexton.*—You have explained that the Department apprehended that unless they gave very fully the results of their inquiries, some people might think a partial statement had been made. If the

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Minimum charge per consignment under slow goods tariff.

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only thing that appears in the evidence is a comparatively short statement by word of mouth, when everybody knows that you had prepared a great mass of matter, the doubt will become greater, will it not?—I feel that I am placed rather at a disadvantage in being asked general questions, because the mass of detail is immense, and it is impossible for me, even though I have read and re-read my statement of evidence, to answer accurately, or as accurately as I would wish. I may make a general statement which may not be strictly accurate, and which might be open to criticism hereafter.

34499. You may be constrained, by reason of the question put to you, to give an inadequate, or even an erroneous impression of the effect of the general material?—Exactly. For instance, I find that in going through the matter relating to France, there were two very important matters omitted with regard to rates. I intended to go back upon them, with the Chairman's permission, by-and-bye.

34500. But if every member of the Commission has the whole of the matter put into his hands and addresses to Mr. MacNulty questions from his own point of view, it can hardly then be said that the examination is incomplete.

34501. *Mr. Acworth.*—I am not so sanguine as to that. I think that I could talk to Mr. MacNulty for a week myself, and if every member of the Commission did the same, we should all get tired of each other's cross-examination anyway?—I hope also that you will have a little pity on me. For months I have been putting in about fourteen hours a day on this work.

34502. *Mr. Acworth.*—I think you have done perfect marvels. I have studied a good many of the continental books, but I have never seen any that attempted to cover the ground you have. It is a perfectly colossal work.

34502A. *Mr. Sexton.*—This is not the only detailed question that has formed the subject of inquiry by the Commission from time to time. Under all these details there are certain leading facts and principles. If the details are made the subject of adequate examination, no doubt conclusions may be arrived at. It is obvious that unless we acquaint ourselves with Mr. MacNulty's details we cannot put to him the questions necessary to define what is essential.

(Undertaking by the Secretary to have the entire proof printed, and circulated before the next sittings).

The Secretary.—I will undertake to have this printed and circulated before the next sittings of the Commission, and the examination of Mr. MacNulty can be resumed then.

34503. *Mr. Acworth.*—What about the tables?

The Secretary.—That would be hopeless; but Mr. MacNulty says that he will have all these tables reduced to a summarised form, sufficiently elaborate, I should think, to meet the requirements of the Commission.

A summary of comparisons to be compiled.

Witness.—That I would undertake to do—to prepare a summary of comparisons. That is, comparisons of results obtained from the figures taken out for the use of the Commission. Of course, the details could not possibly be made out. We will supply a full copy of the whole comparison for the use of the Commission, and they may, if they wish, hand it over to the railway companies to analyse and check.

34503A. *Mr. Acworth.*—What you propose would be to say something of this sort of thing: "We have taken twenty manure rates in Ireland for a distance of between ten and twelve miles, and they work out at so much per ton per mile; twenty in France work out at so much; twenty in Belgium work out at so much." That is the kind of comparison you would make?—Yes, taking quantities and rates against quantities and rates; five tons against five tons and so on.

34504. For varying distances?—Yes. Our distances for manure rates run from eight miles to 250 miles for Ireland.

34505. Would you contrast the countries for distances?—For specific distances, where we find actual working rates for comparison.

34506. And for specific consignments?—Yes, giving reference to the foreign tariff, so that it may be turned up and checked.

34507. *Mr. Sexton.*—I think the print of your investigations will have a value far beyond the present inquiry?—There are two points with reference to France to which I wish to call attention, with regard to the treatment of stations intermediate between two points, where specially low rates have been struck. Goods sent under the terms of an ordinary special tariff, whether through or not, to or from a station not named in the special tariff, but an intermediate one, enjoy the benefits of the said tariffs on paying for the entire distance comprised between the named stations, the first one and the last one, the rate which applies to that section, if it is found on calculation that it is more advantageous to the consignor than that of the general or special tariffs of the company from his own station.

34508. *Mr. Acworth.*—In other words, Drogheda sending to Belfast could make use, if it chose, of any special rate between Dublin and Belfast?—Exactly.

34509. *Colonel Hutcheson Poë.*—And they add the local rate on?—No.

34510. *Mr. Acworth.*—Supposing there is a special rate of ten shillings between Dublin and Belfast, and the class rate from Drogheda to Belfast would be fourteen shillings, the Drogheda merchant would be entitled to send his goods at the ten shilling rate?—Yes.

34510A. *Mr. Sexton.*—Would that meet the dissatisfaction in the vicinity of competitive points in Ireland where they are charged rates far higher than the competitive points?

34511. *Mr. Acworth.*—It would be a great concession. May we put on the notes, as you will, no doubt, remember, that that does not apply to transit traffic. Supposing there is a through rate from Basle to Antwerp, a French consignment cannot claim the benefit of the rate?—I think I have that on my notes.

34512. That is an exception to the otherwise universal rule?—Yes. Goods forwarded under the terms of special export tariffs, through or not, by a French station not named, but intermediate between two stations named, may profit by the rates of these tariffs by paying for the distance between the named point which precedes the forwarding station and the frontier port or point whence export is effected, if the rate thus calculated is more advantageous than that of the general or special tariffs of each company. That is giving them the advantage of the export rates. That is not the transit rate.

34513. That would not be available for local consumption at Havre. Provided you were going to ship it at Havre, you could send it, but you could not use it for local consumption?—No.

34514. *Chairman.*—We were on Belgium just now, and were dealing with express goods and slow goods?—We had got the slow goods, I think.

34515. With regard to Belgium, there are a large number of special rates?—Yes.

34516. In addition to the ordinary rates?—Yes, for export, import, and interior traffic.

34517. If you could give us any information about that I think it would be valuable?—In this chapter of my evidence the only information I could give you is as to the commodities and tonnages. The rates I have noted will be dealt with if any of them are used in the comparison by us, if they come in for comparison at all.

34518. Of course the most important thing for us is the comparison?—Yes. That, of course, will come in in that (*pointing to roll of papers*)—the comparison of actual rates.

34519. You have not got it before you?—No.

34520. Let us get on the notes, if we can, the special rates to which your attention has been drawn in Belgium. You say, first of all, that there is not only export and import, but also interior traffic?—Yes.

34521. What are the conditions of that? You have not the rates?—No, not here.

34522. Take export traffic first. Will they make a special rate when there is a ten or fifty-ton lot?—The tonnages vary according to the commodities. Coal, coke, stone, and earth, ten-ton and fifty-ton lots; clay, lime, and gravel, ten-ton lots; alcohol, matches, butter, chairs, combed flax, eggs, fine pottery, five ton and ten-ton lots; starch, salted and raw hides, beans, turnip seed, ten-ton lots. (I am making a selection from the list.) Metallurgic products, screws, nails, ten-ton lots; glassware, seven-ton lots.

34523. These are exports?—Yes.

34524. For lots of the tonnages you have mentioned the State Railway will put in special rates?—Yes.

34525. Which you will give us subsequently?—If used in comparison with Irish rates. If we have any corresponding conditions in Ireland we will make use of these rates in comparison; if not, we will not bring them in at all.

34526. You have butter and seed and flax and all that sort of thing?—Yes; they will be used as far as those commodities are concerned where the conditions are the same.

34527. Will the railway make some arrangement with regard to import traffic?—Yes. China clay, lead, coffee, rock and sea-salt, alcohol, butter, cider, bacon, starch, hides, salt herrings, sulphate of copper, planks——

34528. It seems to me that it is not necessary to go all through that list; it appears that any traffic in five or ten-ton lots can get a special rate?—Not any traffic; it is limited. The list is not a very long one, and that completes the import traffic.

34529. *Mr. Acworth.*—I noticed that the list of exports that you gave has only two items in common with the list of imports. It may be an accident; there may be others you have not given?—I think I have got a fairly comprehensive list.

34530. Tell me if I am correct, that the only two articles that get a special import rate, and also have a special export rate, are alcohol and butter?—I have not examined that; I think leaf tobacco comes into both.

34531. You did not read that out?—No; I was only selecting them. Soap and leaf tobacco both come in the two lists.

34532. *Chairman.*—Now, in regard to interior traffic?—Special rates are given, and the tonnages vary from five to twenty tons, according to the commodity; mineral pyrites, fifty-ton lots; limestone, fifty tons; steel, any weight.

34533. That is curious?—Yes; there is no limitation of weight as regards steel. Coal for zinc and lead furnaces, 50 to 100 tons; manures and certain agricultural products, in lots of 200 kg. and upwards. That is a rate which is dearer than the wagon load rate; it is for small consignments of these things. Coal, on certain connections, on certain lines, ten to fifty-ton lots; products for land improvement, cattle food, and materials for road-making, in ten-ton lots; sweepings and city sewage, in ten to fifty-ton lots; and there is one special rate for 100-ton lots; beet-roots, fifty-ton lots; sand, fifty-ton lots; coal for use in limekilns, ten-ton lots; rough castings, fifty-ton lots; cereals, five-ton lots; large goods in five-ton lots.

34534. That covers nearly everything. Cereals would cover all the grain; it is a very wide term?—Yes.

34535. It appears to me that for anything they can carry in wagon loads there are special rates fixed?—I think there are forty-seven or forty-eight of these special rates.

34536. *Mr. Sexton.*—What do you say to the Chairman's suggestion? Do you think there are special terms for wagon loads of everything?—That this covers everything in wagon loads—probably it does, or 75 per cent. of what would go in wagon loads.

34537. *Chairman.*—What is "conveyance by subscription"?—As I understand it—the conditions are given in full—that the consignor secures the use of the wagon periodically, or so many wagons per week.

34538. That is a practice which has been in operation for years, to my knowledge?—Yes. I think that that is the principle of it.

34539. A man can engage a wagon or two wagons or ten wagons, and fill them with anything he likes, and he pays so much for the wagons?—Yes, but this arrangement goes further; he must take a certain number per week or per day.

34540. Certainly?—Yes.

34541. That is a very old arrangement?—Yes. It is given for Belgium and one other country.

34542. It is given for Holland, too?—Yes.

34543. I have done it myself in Holland and Belgium many years ago. It is really what they call the *expéditeur* undertaking to fill the wagons and engaging so many?—Yes.

34544. That does not affect this country. With regard to the disinfection of goods wagons there are parallel cases to that in Ireland, I suppose?—To the disinfection of goods wagons?

34545. Yes?—There is no regulation that I am aware of in regard to that.

Mr. Tatlow.—Disinfection for live stock is compulsory.

Witness.—But not goods wagons. This is the disinfection of wagons for the conveyance of certain kinds of goods, such as manure, or the conveyance of live poultry; they treat live poultry as animals on the Continent; we treat them as goods traffic in Ireland.

Belgian railways:—

34546. *Chairman.*—At any rate, in Belgium, if poultry is carried in a wagon, the company or the State consider that the wagon ought to be cleansed, and the consignee has to pay for it?—Yes, 1*s.* practically, 1¼ fr., whether the poultry be conveyed in cages, baskets, or loose.

The cost of disinfection of wagons charged to users in certain cases.

34547. What are "disbursements"?—Really "paid ons," money paid out. The railway companies charge a commission on these monies paid out. I brought that in because there is no such practice in Ireland; it is a distinction.

Commission charged by the railway companies on "disbursements."

34548. What is the commission?—20 centimes on 20 francs and on more than 20 francs per consignment and per indivisible fraction of 100 fr. it is 25 centimes.

34549. They also make a charge for collecting cash?—Yes, but that is not for collecting their own freight. It is cash on delivery system. The consignor may charge an amount on his goods, and the railway charges a percentage commission for collecting it for him.

Commission charged for collecting cash on delivery on behalf of senders.

34550. *Mr. Sexton.*—They act as agents for the consignor?—Yes.

34551. *Mr. Acworth.*—Will all these little extras, these twopences, and so on, get into your table of comparisons of rates?—Yes, they will come in. But they make very little difference when you come to deal with wagon-load traffic.

34552. But in some cases they would?—Undoubtedly. Where they come in every one will be reckoned. I will show the rate and the accessory fees put on; 2*d.* for registration on a ten-ton wagon is not much.

Unit rates for goods traffic.

34553. *Chairman.*—You refer in considerable detail to all the various little charges and arrangements that are made with regard to Belgian traffic. I see you have a list here of unit rates on Belgian railways for goods traffic?—Yes. These are the unit rates on which the normal rates are calculated.

34554. We have not dealt with special rates?—No.

34555. I think that had better go on the notes as it is?—Very well.

34556. These are the normal rates?—Yes.

34556A. *Chairman.*—That practically finishes with Belgium.

34557. *Mr. Acworth.*—Might I ask that when this gets to you for revision—I do not want it done at this moment—you should have the foreign terms put in in brackets; otherwise it is a little difficult. If you are looking it up in the original to know what the phrase is that you are translating. They are technical terms, and it would be a convenience if we could have what their ordinary expression is for slow goods, accelerated goods, and so on?—Yes, I understand. My difficulty was rather to get away from that and to use uniform terms intelligible to everybody.

34558. I am not in the least complaining, but if one wants to refer to the original one wants to know what the original technical phrase was?—Yes. Do you wish it done throughout?

34559. Not every time; if you give it once one does not want it every time?—The phrases are not used in the same sense in the different countries. In Belgium you have express goods, accelerated goods, and ordinary goods; those are the literal translations. The first and second terms are reversed in application in Germany. If you took them in the same order in Germany you would compare No. 1 with No. 2.

34560. That is the difficulty of translations?—Yes. I will have done what you ask.

Nov. 9, 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Belgian railways—Unit rates for goods traffic.

UNIT RATES ON BELGIAN RAILWAYS, FOR GOODS TRAFFIC.

State Railways.

	Express.	Accelerated.	Slow.			
	Per 100 kg. per Kilometre.	Per 100 kg. per Kilometre.	Per 1,000 kg. per Kilometre.			
			Class 1.	Class 2.	Class 3.	Class 4.
	Centimes.					
From 1— 25 Kilometres,	3	2	10	8	6	6
„ 26— 75 „	3	2	10	8	6	4
„ 76—100 „	2	1·6	8	4	3	2
„ 101—125 „	2	1·6	8	4	2	1
„ 126—150 „	2	1·6	8	2	1	1
„ 151—200 „	1·6	1·2	6	2	1	1
„ 201—350 „	1·2	0·8	4	2	1	1
Over 350 Kilometres,	1·2	0·8	4	2	1	1
Constant = Station terminal charges.	75	50	110	110	100	0—250 km. 50 over 350 „ 100

German railways—The unit of weight.

34561. *Chairman.*—Now about Germany. What is the unit of weight in Germany?—The unit of weight is calculated on 10 kg. with a minimum charge for 20 kg.

34562. Have they any arrangement with regard to the 10 and 20 kilos?—For rounding off of fractions for the purposes of calculation.

34563. Now about the money?—It is rounded off to an even 10 pf., sums under 5 pf. being omitted, and those of 5 pf. and upwards counted as 10 pf.

Similarity to the Belgium scale of rates on express goods.

34564. Now, your remarks with reference to express goods in Belgium, with which we have been dealing more or less, apply to Germany, do they not?—Yes, sir.

34565. There they have what we call in this country a small parcels scale for goods sent by express service. They have a scale, and the rates seem to be generally the same as they are in Belgium?—Yes; the charge for express goods is double that for what we may call fast goods trains.

Charges on goods by express, fast goods and ordinary goods train services.

34566. *Mr. Acworth.*—Four times the ordinary goods, is not it?—Four times the ordinary.

34567. *Chairman.*—What is the preliminary charge for consignment of fast goods in Germany?—50 pf.

34568. Then there is a special tariff for the fast goods?—For certain fast goods there is a special tariff.

34569. And a similar arrangement with regard to mixed consignments?—Yes.

34570. That is Germany?—Yes, Germany; and when the weights are separate the charge may be worked out separately—if it is to the advantage of the consignor.

34571. With regard to the slow goods rates?—Any less than a wagon load and not handed in as a wagon load are charged at the rate for those goods, with a minimum charge of 30 pf.

34572. There is also a small charge there again, is there?—That is in case of a fresh calculation of freight on way, in case the goods are not taken through. The minimum charge is 10 pf.

Mixed consignments by slow goods trains.

34573. The same arrangement there again applies with regard to mixed consignments by the slow goods trains?—Yes.

34574. What have you got to say about wagon goods by slow transit?—All goods which are handed over as wagon loads with one way-bill for each wagon are charged in the wagon load class.

34575. Whether they fill the wagon or not?—Yes; if they are handed over as wagon load goods the charge is as for a wagon.

Goods chargeable in the wagon load class.

34576. What is the train wagon load in Germany?—There are four main classes and three subsidiary classes. For the main class the minimum weight charged is 10,000 kg., 10 tons; and for the subclasses the minimum weight is 5 tons, or 5,000 kg.

34577. Now, there again, the same as in Belgium, if the consignor engages a wagon he may put in what he likes?—Yes.

34578. The wagon is charged?—Yes. Provided there is nothing contrary in the regulations under which the goods are sent.

34579. You must not put gunpowder, but ordinary merchandise?

34580. *Mr. Acworth.*—But if the wagon only holds eight tons he has to pay for ten?—Oh, if they do not provide a 10-ton wagon they cannot charge him for it. I think there is a special regulation as to that in the loading chapter of my statement. Lest there might be some misapprehension with regard to the answer I gave to the last question, I think it well to mention that although the load may be composed of goods of different kinds or belonging to different main classes, it is stated in the regulations that when a wagon load is composed of goods under different tariffs, to which a different rate per ton is applied, the freight charged on the whole consignment is on the highest tariff applicable. That is an important point.

34581. *Chairman.*—Now, what is the arrangement with regard to empty packages, because we have had a good deal of evidence about the carriage of empties in Ireland?—Those coming under the general class for slow goods, in less than wagon loads, are charged for half the weight, with a minimum of 20 kg. provided no cheaper rate is fixed for packages used for certain goods carried under special tariffs.

34582. What are included in those special arrangements?—Barrels, tubs, kegs, sweet and jam jars, etc

34583. All empties?—Well, practically all empties including fowl-coops.

34584. *Mr. Acworth.*—They are charged half the tariff rate for what went in?—No; half their actual weight.

34585. It comes to the same thing. They are charged on half the weight they actually weigh?—Yes.

34586. A sugar-barrel pays only half what it did weigh?—No; there is a special tariff for empties. They are not charged half the rate of the goods they contained. They are charged half their weight. It is a special tariff under which they come.

34587. A special empty tariff?—Empties come under a certain tariff.

34588. Special III., I suppose?—Probably three. I cannot give it to you right off. They come under a tariff applicable to the general small goods class,

and they are charged half weight, that is when handed in in less than wagon loads. Now I come to deal with the wagon load.

34589. And then they are charged what you might call half weight in the highest class of the classification?—Practically.

34590. *Chairman.*—Then they are charged double in Germany to what they are in England or Ireland?—Well, I do not know. I will be able to give you later the actual figures for comparison.

34591. *Mr. Acworth.*—They are charged half the rates of the highest class of classification?—Which is slow goods. When handed in in small quantities, less than wagon loads, they are charged half of the slow goods wagon rates.

34592. *Mr. Sexton.*—That is, when they are empty?—When they are empties returned.

34593. *Chairman.*—Well, with regard to articles of unusual length, and that sort of thing, we need not refer to them?—There are minimum charges given in some cases, and certain percentages added in others.

34594. Fresh meat, what have you got to say upon that?—Fresh slaughtered animals or fresh meat, except game and dead birds, are forwarded without packing in accordance with the regulations governing wagon load goods, freight being charged for at least 2,000 kg. per wagon used, and per consignment. When handed in as fast goods they are sent at the fast goods rates, and when handed in as slow goods, at the ordinary parcel goods rate. If there be a lower rate under the ordinary wagon tariff then the latter is charged.

34595. Now, fish. That is a considerable traffic in Ireland. What have you got to say about fish?—They are conveyed as express goods at fast goods rates, with a minimum charge of 50 pf. per consignment.

34596. *Mr. Acworth.*—In other words they are conveyed by the fastest service at a price that is double the price of the highest class of goods service?—That is it.

34597. *Chairman.*—That seems to be considerably worse than the condition in this country?—The actual figures would have to be compared to show that.

34598. *Mr. Acworth.*—That is a classification?—That is a classification.

34599. *Chairman.*—Now, milk. What have you to say upon that, for that is largely an article of traffic in Ireland?—Well, we have the conditions with regard to the conveyance of milk, that is, for regular transit to a centre. They run into about twelve or fourteen pages. Shall I go through them?

34600. No; just the first of all?—Well, the first condition in Germany is that any person sending milk may pay the charges monthly.

34601. That is the first condition?—That is the first condition.

34602. *Mr. Acworth.*—That monthly account is an unusual concession on the part of the railways. It is comparatively rare compared with this country?—Yes; judging from the third paragraph, I should say it is of the conditions of transit. A person getting this account must deposit security for the estimated amount of one month's freight.

34603. *Chairman.*—It appears that he can have a monthly credit if he is in a position to give security?—Yes.

34604. *Mr. Aspinall.*—I should like to ask you whether, in investigating those other matters, you have come across the question of goods being properly addressed and labelled to the consignee?—One of the largest chapters I have got in my statement of evidence deals with the packing and labelling of goods.

34605. *Mr. Sexton.*—All this, I submit, is giving a distorted view of the evidence. Attention is being turned from the question of rates to matters of minor importance. The effect of Mr. MacNulty's inquiries is obscured by attention being directed to points almost inappreciably minute.

34606. *Chairman.*—They are all here in his proof.

34607. *Mr. Sexton.*—But the main question is the question of rates.

34608. *Chairman.*—I am glancing through to see if there is anything worthy of putting on the notes with regard to the milk arrangements, and I think Mr. MacNulty will agree with me that there is very little here that is germane to our inquiry?—My statement contains provisions relative to loading and unloading, and with regard to the cans or vessels used, their construction and the marking of them. The German railways must attach a good deal of importance to these regulations. They have a special form of undertaking to be signed by the consignor appended to their regulations for public information.

34609. I have got something which is perhaps important. First of all, you have got Paragraph 7, incorrect declaration of weight?—Yes; that is in the milk regulations.

34610. Yes, it is Paragraph 7?—If the weight of the milk delivered, or the weight of the vessel, whether empty or full of skimmed milk, buttermilk, or whey, or the weight of boxes, whether full or empty (vessels that will be containing milk in jars) is understated on the way-bill, then action will be taken in accordance with the general traffic regulations. The administration also reserves to itself the right of annulling the transit contract.

34611. That is the monthly credit?—Yes.

34612. Now, take the next paragraph, loading and unloading. How does that differ from our system in Ireland?—I do not know exactly how the different companies deal with such traffic in Ireland, but as regards Germany it is laid down here in black and white that loading and unloading is a matter for the consignor and consignee. Assistance may be afforded by the railway provided there be at the station a suitable staff for the purpose, but that is not an undertaking of the company to load or unload.

34613. They are not liable?—They are not liable for any damage which may occur in the loading or unloading.

34614. The whole work is to be done by the consignor or consignee?—Yes.

34615. *Mr. Acworth.*—That does not apply to all classes?—Only to milk carried under monthly arrangement.

34616. *Mr. Sexton.*—Later on Mr. MacNulty has the maximum rates for live stock and the basis of rates for live stock, and I think that infinitely more important than some of these other matters?—Well, you have the basis for goods in every country that we are dealing with. You have handed it, I think, for only one country to the official reporter.

34617. *Chairman.*—Now, I have gone through all this table about milk, and I do not think that I need ask you any further questions upon it?—Very well, sir.

34618. Does anything occur to you that you would like to say?—No; I would much rather that the course were adopted of printing my statement.

34619. That has been decided?—I don't know that there is anything I want to say about milk traffic.

34620. Now, about the unit rate on German railways for goods traffic?—Yes, you have got that there.

34621. I think we had better print that just as it is?—Very well, sir.

34622. We might take Holland as practically the same as Belgium?

34623. *Mr. Acworth.*—You have only given the rates for what you call "slow" and "quick" traffic; the ordinary and the double rate. But there is also a quadruple rate for "express" traffic?—Yes.

34624. Is that limited in weight?—It applies to wagon loads.

34625. This is Germany?—Yes. For quadruple slow goods rate goods in wagon loads are conveyed by express train.

34626. Can be sent at the quadruple rate?—At the quadruple rate.

34627. Don't you think that you might show that also in your table?—It would be as well.

Nov. 9, 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

German railways—Milk traffic regulations.

The loading and unloading of milk traffic placed on senders and consignees.

Unit rate for goods traffic.

Rates for goods in wagon loads by express trains.

Nov. 9, 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

German railways—Unit rates for goods traffic.

34628. It really wants a note that steel, etc., can be sent at quadruple rates?—Yes; I shall have it inserted in the table.

UNIT RATES ON GERMAN RAILWAYS, FOR GOODS TRAFFIC.

		Express Goods.	Fast (or Quick) Goods.	Slow Small Goods.	Special Tariff for certain Small Goods.	General Wagon-load Classes.			Special Tariffs.			Exceptional Tariffs	
—	—					A1.	B.	A2.	I.	II.	III.	1. (Timber).	2. (Raw Materials).
		PFENNIG.											
Prussian and Saxon State Railways.	Conveyance Rates 100 kg. and 1 km.	Quadruple the Rates for Slow Small Goods and Wagon-load Goods respectively.	Double the Rates for Slow Small Goods, and Wagon-load Goods respectively.	*	0·80	0·67	0·60	0·50	0·45	0·35	Up to 100 km. 0·26. Over 100 km. 0·22.	0·3	DISTANCES: Up to 21 km., 0·26. „ 350 „ 0·22. For greater distances an addition of 0·14.
	Station Terminal Charges for 100 kg.			Up to 10 km., 10. For every extra 10 km., 1. Over 100 km., 20.	As for Slow Small Goods.	Up to 10 km., 10. For every extra 10 km., 1. Over 100 km., 20.	Up to 10 km., 8. 11—20 „ 9. 21—30 „ 10. 31—40 „ 11. Over 40 „ 12.		Up to 50 km., ... 6. From 50—100 km., ... 9. Over 100 km., ... 12.				Up to 21 km., 6. Over 21 km., 7.

* Conveyance Rate up to 50 kilometers, 1·1 Pfennig per 100 kg. and km.

Unit Rates of ... 51—200 kilometers, 1·0 Pfennig
„ „ ... 201—300 „ 0·9 „
„ „ ... 301—400 „ 0·8 „ } per 100 kg. and km.
„ „ ... 401—500 „ 0·7 „
„ „ ... over 500 „ 0·6 „

Dutch railways—Rates practically the same as the Belgian.

34629. *Chairman.*—Do you think that we may take Holland as practically the same as Belgium?—Yes; there are arrangements there for express goods, for fast goods, slow goods, and wagon load traffic.

34630. All the same as Belgium?—Yes, but I would not go so far as to say right off, in one phrase, that they are the same as Belgium.

34631. But I happen to know the arrangements of the two countries, and of course there are little variations, but practically they are the same?—Well, my knowledge of the matter is confined to what is contained in these documents, and, as I have said already, I cannot keep every detail in my mind, and I would not like to bind myself to "the same."

34632. Have you any notes with reference to the export and import rates of Germany?—Do you mean as regards the amount of them?

34633. Not about the rates, but the system. We have been told, you know, that Germany has very low export rates, so as to give encouragement to the products of Germany being sent to other countries?—Well, I will give you their list. I have a note of it here. It is on the last page but one of the German section, commencing with the paragraph: "Exceptional tariffs for specified commodities."

Exceptional tariffs for specified commodities conveyed for use within Germany and for export to foreign countries.

34634. Exceptional tariffs; does that give the export rates?—Yes. Those that I refer to here are for interior transit in the country as well as the rates for export. I will read my notes:—"Exceptional tariffs for specified commodities conveyed for use within the country and for export to foreign countries." There are a number of these rates in operation, to each of which are attached special conditions. The commodities to which the tariffs apply include amongst others the following for interior transport: Beer in barrel, chestnuts and fresh nuts, milk when conveyed by contract, articles sent from Art and Industrial Museums to the provinces for the purpose of exhibition, wood coarsely worked, raw materials, such as coal, coke, charcoal, compressed peat fuel, manures, lime, phosphates of all kinds, earth, sand, gravel, china-clay, peat-mould, ore, potatoes, roots of all kinds (probably for cattle feeding), transformed slag, clay, peat-litter, potash, lime and marl for manurial purposes; also iron and steel for building, raw sugar going to refineries, and jams of various kinds. Then, as regards export rates, they are in force for beet sugar, grain of various kinds, roots, malt, milling products, dextrine, starch, iron and steel, and goods made therefrom, and raw iron. These are the principal export rates contained in the tariffs.

34635. *Mr. Acworth.*—The second batch is for export only, not for home trade?—Yes, and to these rates are attached very stringent conditions. The goods are charged the ordinary interior rate in the first instance, and a rebate is made on presentation of proof that the goods have been actually shipped.

34636. These are tariffs that will apply to goods shipped at Hamburg?—They will apply to what they call the German-Belgian export rate, and the German-Netherlands export rate, on proof that the goods have been exported.

34635. *Mr. Acworth.*—The second batch is for exported through German ports?—Through German ports; well, that I can settle very easily. I can clear up that point, because I have all the conditions attached to the German and Belgian and German and Netherlands Tariff Unions.

34638. *Mr. Acworth.*—Are the tariffs set down in fixed lump sums?—That I cannot tell you.

34639. That would tend to settle the question?—I cannot tell you right off.

34640. *Chairman.*—What I understand Mr. MacNulty to say was that the ordinary rate was charged, and then on production of a document or proof that the goods were exported, a rebate is given?—That is the procedure.

34641. That is the case. Then when the goods are sent through Antwerp, who bears the reduction—the Belgian Government or the German Government, or both?—Well, there is an arrangement between the countries. There is the German-Belgian Tariff Union and there is a similar one for Germany and the Netherlands.

34642. But why should Belgium undertake to give a rebate to a German manufacturer?—Well, where these rates come in I shall be able to give you the full conditions of them.

34643. I think you will find that the low export rates from Germany apply to German ports only?—I think they would apply to export traffic passing through a frontier country.

34644. *Mr. Sexton.*—You say this gives the main exports, the staple exports?—Those chiefly indicated in the tariffs taken by me.

34645. They comprise all the staple exports, do they?—Not from the whole of Germany. I could not go through all the rates for Germany. I selected Prussia.

34646. Are the staple and principal exports all included in the list?—Yes, they are for Prussia. For other parts of Germany, where textile industry is carried on, they are brought in there, too, but I have dealt with Prussia chiefly, as being mainly agricultural.

34647. *Mr. Acworth.*—These, of course, are the published tariffs for goods, railway charges only?—Railway charges only.

34648. It applies to Antwerp?—Yes.

34649. Have you been able to obtain any information with reference to the through tariffs to East African ports and to the ports of the Levant, where there is a through tariff to the port of destination made jointly between the railway and the ships?—I have got the Union tariffs, but we have no like conditions at all in Ireland.

34650. There are no through tariffs from the interior of Ireland to East Africa?—I am afraid that time is very far off.

34651. *Mr. Sexton.*—We have enough to inquire about already.

34652. *Sir Herbert Jekyll.*—In the course of your inquiries have you come across secret rates given by the Prussian Government to individuals?—Well, their law states very specifically that there must not be any undue preference given.

34653. Are you aware that there are secret rates given?—No; I cannot say whether it is so or not.

34654. You are not aware of it?—I am not aware of it.

34655. *Mr. Sexton.*—You have no evidence of it?—No; and I think it should be known that all tariffs, even those struck temporarily, are published, and must be open to every member of the public under like conditions.

34656. Would it be a breach of the law to give a secret rate?—Well, I presume so, because the prohibition is contained in the general regulations, which have the force of law; and they apply to all Germany.

34657. *Chairman.*—I think we might just follow that on. With reference to the special low rates of export and to the import and internal traffic, you can give those trifling little charges which you have got there, I see, summarised—(Germany I am speaking of)?—Yes.

34658. You see we have got them pretty well developed there?—Yes, the small rate of commission charged on both the moneys paid on the consignment and the amount collected.

34659. They charge the same commission as Belgium?—Yes.

34660. There are other little charges?—Accessory fees. They have accessory fees which are paid in respect of goods sent by railway; on way-bill forms one pf. each. There is a charge when they are taken in books, per book of 100. That is for interior traffic. For international traffic the charge is two pf. each form.

34661. These are what we call in this country consignors' notes?—Well they are different, rather, because the Germans, to save trouble and expense in connection with the administration of their railways, make the consignment note serve as a way-bill which goes with the goods, and also as the document upon which a receipt will be taken from the consignee.

34662. That is to say the consignor has to fill in more particulars than he has in this country?—Not necessarily. He fills in only about a fourth of the form, and the railway company use the rest of it for their purposes.

34663. At any rate the consignment note has to be paid for—a very small sum, I see?—That is when printed and supplied by the railway.

34664. And what other charges?—Customs and tax forms. That is for traffic with places outside the home Customs area. All these forms are supplied by the railway and charged for. And statistical forms.

34665. In fact they seem to charge for everything?—These statistical forms are used only for export and import traffic, and they have to be filled in. The railways act for the Government in respect of them. They supply the forms upon which the declaration as to export or import is to be made, and charge for them, of course.

34666. And if you want a receipt from the railway company for money paid, they charge for that form, do they not?—That is really a receipt for goods handed in. The receipt for money paid in is a different thing. If a consignor is sending goods, and he wants a receipt from the railway company, he has to pay for it.

34667. He has to pay for that form?—He has to pay for it.

34668. *Mr. Sexton.*—What does he pay?—A pfennig.

34669. *Chairman.*—That, practically, exhausts Germany?—Yes.

34670. And I think we will stop now. I wish to let the representatives of the railway companies know that we have decided that the statement that Mr. MacNulty has prepared, at an enormous amount of time and trouble, will be printed, and the railway companies shall have a copy, and therefore I do not propose to take any further evidence from Mr. MacNulty till after the circulation of that document. The principal thing is the comparison of rates. (*Witness*).—We are pressing forward as quickly as ever we can, and we hope to be able to give you a comparison which will really show the prevailing rates of Ireland with regard to the most material commodities affecting our prosperity.

34671. That is really what we want?—We have had the rates taken out for a considerable number of the commodities, perhaps about 50 per cent. of the rates that we require. We have the material in hand for the balance, but the analysis of it requires a considerable time.

34672. *Mr. Sexton.*—Will it be ready for the next sitting?—I would not like to bind myself. I could not possibly say the length of time, but the Department are fully alive to the importance of the matter.

34673. The Department know quite well what is the point of the whole inquiry?—Well, they gave an undertaking to the Commissioners that they would give this information, and they are anxious to present it as fully and completely as possible, so as to be satisfactory to all parties concerned.

Mr. Tatlow.—I understand that Mr. MacNulty's examination before the Commission will be concluded before the railway case is opened.

34674. *Chairman.*—Of course we must do that. That would only be fair to the railway companies.

Mr. Tatlow.—And the matter that he has prepared is so very voluminous.

34674A. *Chairman.*—I do not know until the figures are produced.

Mr. Tatlow.—We shall know better when we see the figures.

34675. *Chairman.*—I think, Mr. MacNulty, there are no two opinions about the labour and trouble that you have gone to in getting this mass of information together, and, of course, we are extremely grateful It is impossible, in comparing specimens of this sort, to measure exactly what is really required and what is not. At any rate you have gone to extreme length in preparing for us the fullest information, and out of it we hope we shall get something that will be of great value?—As I have already explained, the reason of the full detail that I have shown is that in all the countries visited I found these regulations shown in black and white for the information of the public. In Ireland the number of written regulations available for the information of the public are comparatively few, and therefore we thought that it was only right that the Commission should have the detailed information before them, so as to know to what extent those other countries had published their regulations, and, further, the Department considered it desirable that they should put the translations of all the information they had obtained at the disposal of the public. That permission has been availed of to a certain extent, and as we do not know what notes have been made of the translations it seemed necessary that we should submit all the details to you.

Nov. 9. 1907.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Arrangement as regards the submission of tables of comparison at later sittings.

Explanation as to the action of the Department of Agriculture in having details of continental conditions of transit submitted.

The Commission adjourned till Monday, 11th November.

FIFTY-SEVENTH PUBLIC SITTING.—MONDAY, NOVEMBER 11TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary.)

Mr. ROBERT HENRY LIVESEY, C.E., examined by the CHAIRMAN.

Nov. 11, 1907.

Mr. Robert Henry Livesey, C.E., Railway Expert, ex-General Manager and Engineer of the Donegal Railway.

West and South Clare railways—Investigation on behalf of the Board of Works.

34676. I think you have had an extensive connection with Irish railways?—About nineteen years.

34677. What was your last public appointment?—I inspected the West and South Clare lines for the Board of Works.

34678. I mean the last appointment you had in the Irish railways?—On the Donegal railways.

34679. What were you?—I was general manager and locomotive superintendent and engineer. I had had experience previously; altogether, about forty years' railway experience.

34680. And you remained with that railway until when?—When the Midland and Great Northern of Ireland took over the line on 1st January, 1907.

34681. You are aware that we had evidence some time ago with reference to the West and South Clare Railways?—Yes.

34682. Are you acquainted with those railways?—I have been over them.

34683. In fact, I think you were asked by the Commissioners——?—I was asked by the Board of Works.

34684. To make a report?—Yes.

The efficiency of the chief officers of those railways.

34685. First of all, let us see what you have to say with reference to the Secretary and Accountants' Department of that railway?—I have no fault to find with that.

34686. Where are the offices of the railway?—In Dame-street, Dublin.

34687. What about the traffic department?—Well, Mr. Sullivan the manager, of course, is not what I would call a railway expert, but he does his best, and it is an extremely poor country.

34688. Do you think the staff of the traffic department is excessive?—No; they might do away with a porter less in one or two places, but a very small saving would be made in that way.

Comparison of cost of working of the locomotive department with that of the Donegal Railway.

34689. With regard to the locomotive, carriage and wagon, and permanent way department, what do you say?—Well, I find the whole thing, so far as the locomotive, carriage and wagon, and permanent way department is concerned, is run very extravagantly; in fact, I estimated that there might be a saving of some £8,000 or £9,000 a year. I really forget the exact figure.

34690. What was the cost for the locomotive expenses for the year ending the 31st October, 1906?—The cost was 6¾*d.* per train mile, and for locomotive repairs for the same period, 3·20*d.*; that was practically 10*d.* per mile.

34691. That is the expenses?—Yes, for the locomotive department.

34692. 10*d.* per train mile?—Yes, 10*d.* per train mile.

Estimate of possible saving in locomotive department.

34693. Have you any information as to what is the normal cost on other similar railways?—I should say that 6*d.* to 7*d.* should be ample; in fact, the Donegal line was worked at 6*d.* exactly, and had the West and South Clare been worked at the same price the saving on the locomotive department alone would have been £2,463.

34694. *Mr. Aspinall.*—You say 5¼*d.* in your proof? And ¾*d.*

34695. *Chairman.*—5¼*d.* and ¾*d.*—that is 6*d.*?—Yes.

34696. That is a very important statement. Is there anything exceptional for that year?—No, there is nothing that I could see out of the way.

34697. But in previous years was the rate more or less per train mile in the locomotive department?—I took it out for three years, and it runs about the same, I think you will find; I have not got the figures with me.

34698. Then we may assume that there was nothing special in 1906 to cause that excessive amount?—No.

34699. *Mr. Aspinall.*—Did you mean when you gave those figures of 5¼*d.* and ¾*d.*, that 5¼*d.* meant the cost per train mile of running and ¾*d.* for the repairs?—Yes.

34700. Then did you systematically and regularly do your repairs on the Donegal Railway for ¾*d.* per train mile?—I did, and for less sometimes.

34700A. *Chairman.*—You see the wear and tear is very light on them.

34701. *Mr. Aspinall.*—I do not make any comments, sir.

34701A. *Chairman (to the witness).*—At any rate you did the work?—I did the work.

34702. I do not know whether we quite gathered the figure of saving that you think might have been effected if the locomotive department had been conducted with economy and efficiency—what was the saving?—£2,463 a year.

34703. Did you examine the permanent way?—I did; and for the year ending 31st October, for the 53 miles, it was equal to £101 8*s.* per mile of line, and the cost for the Donegal line for the year ending 30th April, 1906, for 106½ miles, was equal to £47 12*s.* 8*d.* per mile of line.

34704. There, again, there seems to be an enormous difference?—There is.

34705. Is there anything special in the line itself as compared with the Donegal?—No; in fact, it is not such an expensive line to work. What was more, the pay of the gangers on the West and South Clare was 14*s.* a week, and the surface men 12*s.*; the Donegal Company paid the gangers 18*s.*, and the surface men 14*s.*, as compared with 14*s.* and 12*s.*

34706. How do you account for the large difference in the cost of maintenance and permanent way department as compared with the Donegal?—I found at one place they had an extra staff, what is usually called a flying gang, averaging thirteen men constantly employed on work, which should have been done by the ordinary platelayers, such as ballasting. They seemed to have that special staff of thirteen extra men permanently.

34707. Who was directly responsible for the maintenance of this Clare Railway?—I believe Mr. Barrington, of Limerick.

34708. A separate official?—Yes.

34709. A permanent officer?—He was paid so much a year. I forget now what it is.

34710. To look after the permanent way?—He is a private engineer in Limerick. He does general work, and also supervises the West and South Clare Railways.

34711. Then there is no, what you would call, direct supervision by someone on the spot?—No, except by the ordinary permanent way inspector.

Mr. Croker Barrington, Solicitor.—He mentions in the Report, sir, Mr. William Barrington, Engineer-in-Chief of the West Clare Railway among the officers—the regular officers of the line.

Witness.—Who is living in Limerick.

34712. *Chairman.*—We have got the figure of saving which you think, as an expert, might be effected

in the locomotive department. Have you got the same figure with reference to the permanent way department?—I have.

34713. What do you say would have been the saving there, assuming that the line had been maintained at the same cost as the Donegal Railway?—That is for the permanent way?

34714. The permanent way department?—I do not know that I have got that. The gross working expenses on the West and South Clare lines——

34715. I do not mean that. You see I am taking it in sections. I am now dealing with the permanent way alone. If the permanent way had been maintained at the same ratio as the Donegal line, what would have been the saving for 1906 on the West and South Clare Railways?—The cost for the same on the Donegal line for the year ending 30th April, 1906, for 106½ miles was £5,049.

34716. I want to know what would have been the saving?—The saving for the year ending 31st October, 1906, would have been £2,849 12*s.* 8*d.* if it had been worked at the same cost.

34717. You have told us about the difference in wages, and you have also told us about the extra gangs?—Yes.

34718. And those are the reasons why you think the cost has been comparatively excessive on that railway?—That is my opinion. I find there is a storekeeper at £104 a year; that is totally unnecessary; at least, it is far too much for a man to be employed in such a position as that.

34719. I may take it from what you said in reference to the locomotive and carriage department and the permanent way department, that, in your judgment, from long experience in Ireland, both those departments were run somewhat extravagantly?—That is my opinion. Of course, one reason for it is that they try to do their own repairs and construct their own carriages and wagons at Ennis for the purpose of giving local employment.

34720. That is their explanation?—I fancy that is the reason they would give.

34721. At any rate, you say emphatically that, with proper supervision and proper care, there might be an enormous saving in those two departments?—Undoubtedly.

34722. Now, with regard to the gross working expenses—I think we had better get this on the notes—what were the gross working expenses on the West and South Clare lines for the year ending 31st October, 1906?—They were £21,441, being an average of £404 10*s.* per mile of line. The gross working expenses of the Donegal line for the year ending 1st May, 1906, for 106½ miles, against 53 on the West and South Clare, were £24,921, the average being £235 per mile of line; and, had the West and South Clare lines been worked at the same cost as the Donegal line, the saving would have amounted to £8,475 for the year 1906, and this may be taken as the average for the last three years.

34723. Will you just explain why you have taken the Donegal line as a comparison?—Because it is a narrow gauge line, the same as the West and South Clare.

34724. They are both the same gauge?—They are both the same; the Clogher Valley and the Cavan and Leitrim and others are practically constructed upon the highways; in fact, the Clogher Valley practically runs over the whole on the highways, and the Cavan and Leitrim is about half upon the highways.

34725. In your judgment, the comparison with the Donegal is a fair comparison?—I consider it so.

34726. As to the West and South Clare lines, you can find no objection to them so far as the permanent way is concerned?—It is a fairly well equipped line.

34727. Is the Donegal kept up to a condition equal to the West Clare?—I consider better.

34728. With half the expenditure?—Yes; and on the Donegal line the gradients are very much heavier. The ruling grade is 1 in 40 between Donegal and Killybegs.

34729. What is the worst gradient upon the other?—I think it is 1 in 60.

34730. Even in that respect the Clare Railways have an advantage over the Donegal?—Yes.

34731. What were the directors' fees on that railway?—For the three years ending 31st October, 1906, they averaged £315 1*s.* per annum; the total for the three years was £945 9*s.* 5*d.*

34732. What was the loss on the working of that railway?—For the three years ending 31st October, 1906, it amounted to £36,871 10*s.*, being an average loss of £12,290 10*s.* per year to be made good by the baronies.

West and South Clare railways—Average yearly loss on the working borne by the baronies.

34733. That deficiency had to be made good by somebody?—By the baronies; and 2 per cent. of that is recouped by the Treasury to the baronies.

34734. I think we have got in evidence what amount in the £ is represented, but, perhaps, you do not know that?—I did not take that out.

34734A. *Mr. Sexton.*—The maximum amount of the Treasury contribution per annum is £5,600?

34735. *Chairman.*—I think that is all that it is necessary to ask you about the Clare Railways; but now you are here, perhaps we can get you to give us the benefit of any general evidence that we may consider desirable?—On what line?

34736. I suppose you are generally acquainted with the other light railways in Ireland?—Yes; and I have had a good deal to do with developing the Irish railways myself.

34737. Take your own railway—when I say "your" I mean the line with which you were identified, the Donegal?—Yes.

34738. Have you been instrumental, at any rate, in getting that line extended?—I have.

34739. First of all, what is the origin of that line?—It was formerly a broad gauge line called the Finn Valley, from Stranorlar to Strabane.

History of the Donegal Railway.

34740. What is the length of that?—13½ miles.

34741. According to the evidence just now, the Donegal is about 106?—106½.

34742. Have you been instrumental, at any rate, in raising capital for those extensions?—Something like £300,000.

34743. From time to time, I suppose?—Yes, by degrees.

34744. Did you construct the line?—We did, with the exception of Donegal to Killybegs, and Stranorlar to Glenties. They were constructed by the Government, for about £235,000 to £240,000. From Strabane to Londonderry and Donegal to Ballyshannon was constructed by the Donegal Company at an expense of something like £300,000, and that money was raised in London, barring about £20,000 which we got in Ireland.

Killybegs and Glenties extensions built by the Government.

34745. Did you raise money in Ireland for these extensions?—About £20,000 altogether. All the rest was found in London. You could not raise the money in Ireland. A most curious thing is that the Irish people will put money into any wild-cat scheme abroad, but they will not invest in their own country. There are ample mineral deposits now in the County of Donegal, to my own knowledge, that could have been developed to the immense good of the country, but you cannot find the capital.

Ample mineral deposits awaiting development in Donegal.

34746. How would you suggest that the mineral products of Donegal should be developed?—I think that the Congested Districts Board or the Government should really come in and open them out properly, by giving a grant to the Congested Districts Board or to the Irish Industrial Association, or whatever you like to call it; it would be keeping the poor people in the country, and finding employment for them instead of going abroad.

Suggestion as to developing industries in Donegal and other districts in Ireland.

34747. Then you are of opinion, I suppose, that there is a large undeveloped industry in Ireland that could be developed to the benefit of the country?—Undoubtedly.

34748. And there are many districts where a light railway would be an immense advantage to the districts?—That is my opinion.

34749. But you are also of opinion, I gather, that the money cannot be raised in Ireland?—No, it cannot.

34750. And that it cannot be raised without assistance?—It would pay the British Government to make the lines—even to subsidise them—for the purpose of keeping them open.

34751. Have you considered the general question that has been discussed before us over and over again, with reference to the nationalisation of railways?—I would not agree to that at all, because you had far better have competition. If the Government took over the lines, it would lead to jobbery.

Nationalisation of the railways objected to.

34752. Do you consider that the best system is in operation now with all these independent companies?—No. The country should be divided into three or four railways, and my own view is that the Midland of England should retain the Belfast and Northern

Amalgamation of the Irish railways into three or four systems suggested.

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Counties, and their own section from Londonderry to Strabane; the Great Northern of Ireland should then acquire all the rest of the railways touching that line, in fact, I give it in my statement somewhere.

34753. Without going into details, your idea is that it would be better for the country, if, instead of all these independent companies, there should be about three great systems?—Yes, that is my own view.

34754. And that each system should absorb the small railways in its own particular district?—Yes.

Compulsory amalgamation of the smaller railways with the larger lines.

34755. How do you suggest that they should be absorbed?—I should say the Government could bring in a Bill to compulsorily amalgamate them.

34756. I quite understand compulsorily amalgamation, but the terms would have to be considered?—You see, many of these lines are not paying at all, and the Government have contributed to the baronial guarantee, less two per cent., for many years, and I think the ratepayers would be only too thankful to be rid of the liability. The Government, of course, would have to compensate the companies for taking them over.

34757. That is the point I want to get at. The Treasury will have to find the money to guarantee the large companies against any loss of money in working?—Yes. Take the West and South Clare line——

34758. Stop a minute; is not that Government purchase practically?—I do not see that.

34759. They would have to arrange with the smaller companies somehow?—Somehow.

34760. They would have to buy them up?—Yes.

34761. That is a purchase?—It is a purchase, but some of the other light railways the Government have constructed in Donegal and elsewhere, they have handed over to the working companies free. The Londonderry and Lough Swilly, the Government there provided something like £300,000 to £400,000.

The Government to guarantee any loss involved in working the small lines under the amalgamation scheme.

34762. Let me see if I just thoroughly understand what you mean. Your idea is that three large companies should absorb the smaller ones in their districts, the smaller companies being bought out or arranging at any rate to be transferred to the large companies by Government in some way or other, and the large companies to be guaranteed by Government against loss in working these small railways?—Broadly, that is so. You could easily arrive at the average loss for, say twenty years, and capitalise that.

34763. Do you consider that there would be a large saving in the general working of the railways?—Undoubtedly.

Dublin and South Eastern line to be taken over by the Great Northern.

34764. That is to say, that with all the railways concentrated into three or four, there would be an enormous saving?—There is one difficulty I find with regard to the Dublin and South Eastern line. It is a question which company should take that, because the Great Western are running now into Waterford practically and Fishguard, and the North Western have £100,000 in the Dublin and South Eastern, and they would not agree to part with that. I should say that the Great Northern of Ireland should have that line.

34765. We need not go into that question. I am rather taking the broad principle, you know?—Yes.

34766. Have you had brought under your notice the evidence that has been given before us with reference to rates in Ireland?—Yes, I have; I have been reading it in the newspapers.

Irish fish rates generally regarded as reasonable.

34767. Have you anything to say on that question? It is a very important subject?—My own view is, that so far as the fish traffic especially is concerned, the rates are absolutely reasonable, and they were fixed at the express desire of the Scotch fishermen.

34768. Yes. I do not think we have had so much complaint about the fish rates. I am speaking of the internal rates in the country—the local rates?—Yes. I know what you mean; some of them might be lowered.

34769. Some of them are excessive?—I consider so.

A general reduction in rates and fares suggested.

34770. They want revising?—They want revising. Of course, you must remember this, that in Ireland the traffic is small and your working expenses are fairly heavy. You cannot live upon a stone; but, undoubtedly, I think myself—I take rather a broad view of this sort of thing—the railway companies should reduce the rates all round—the passenger fares as well should be reduced.

34771. Of course, you will admit at once that you cannot expect the railway companies to do that?—No.

34772. You cannot expect them?—They cannot very well afford to lose money.

34773. How do you suggest that the deficiency should be met; there is no question about the advantage, but how do you suggest that the deficiency should be met?—Let the Treasury find the money.

34774. By the Treasury?—Yes; they are robbing Ireland every year, and have done for years, of two or three millions a year.

34775. Will you carry it further and say that the Treasury should subsidise the railways for any loss they might incur by making experiments in the reduction of rates and fares?—That is my view.

34776. Still you object to the Government having anything to do with the railways?—Yes; I would not care to see them own the railways—in fact, I think it would be much better for the country to leave the railways free to three or four companies.

34777. Subsidised by the Treasury?—Subsidised by the Treasury.

34778. We have had a lot of evidence with reference to the rates for export from Ireland; I suppose you will agree generally with the view that in the interest of Ireland the lower its export rates are the better?—That is my view.

34779. And that every encouragement should be given by the railway companies to facilitate agricultural produce and other articles?—The same rates should be applied to exports from Ireland as are given to imports from England or abroad. That is undoubtedly my view, and always has been.

34780. And if the rates were made on that basis, you think a large increase of the exports might follow?—Well, you would encourage the traffic to grow, at any rate, in Ireland.

Examined by Mr. SEXTON.

34781. You think that a comparison of expenditure between the Clare line and the Donegal line is not unfair to the Clare line?—No, I do not.

34782. You think it rather favourable to them?—I consider that the West and South Clare line is expensively worked.

34783. You consider the Donegal line a more expensive line to keep up, and therefore in applying that scale to the Clare line you apply, you consider, a favourable scale?—I consider so—yes.

34784. The locomotive repairs on the Clare line cost five times as much per train mile as on the Donegal line; can you account for that?—Well, they have got so many men there—far too many, in fact.

34785. The permanent way repairs are more than double the Donegal line scale of cost?—Yes.

34786. And the gross expenses are nearly double?—Nearly double.

34787. If the Clare lines were worked on the Donegal line scale, you say there would be a saving of £8,475 a year?—Yes.

34788. Do you think that is really a practicable saving?—Oh, absolute. I am dead certain of that.

34789. Can you say what proportion that saving bears to the total expenditure?—Something like about 35 per cent.

34790. The total loss for the three years was £36,871?—Yes, nearly £37,000.

34791. Of which the Treasury, I think, bore about £16,000, and £20,000 fell to the district?—It fell upon that very poor district.

34792. Upon an extremely poor district?—Very poor.

34793. If the expenditure had been upon the scale which you considered right and adequate that loss, instead of £36,000, would have been, in the three years, about £11,000?—That would have been it—about £11,000 or £12,000.

34794. It would have been, in three years, merely one year's dividend, and after the Treasury had paid their contribution of 2 per cent., the levy upon the district would have been very slight?—Very slight.

34795. What do you propose as to the Clare lines?—My own view is—of course if my scheme were carried out—that the Government should give the Great Southern and Western the control of those lines, and give them a grant of £120,000 to take them off their hands—off the county—relieve the baronies altogether—and let them re-gauge it; then you would do away with all the baronial guarantees; and the Great Southern and Western could work that line very much better than the West and South Clare, and cheaper; they would be able to develop

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it in connection with the Rosslare and Fishguard route.

34796. That would be your anticipation; but a Company, as you know very well, looks to making a profit; are you certain that in regard to these Clare lines, and generally to lines in that condition, the great companies would be willing to take them over merely upon a guarantee against loss?—I believe myself that the Great Southern and Western would take over that line; I have been making inquiries, and if they were given a Government grant of £100,000, or £120,000 to re-gauge and make it a uniform gauge with their own system, they would be able to make Kilrush into a perfect Brighton of Ireland.

34797. It would take a good deal of making?—A large Company could do it very much better than the West and South Clare Company could. It is a lovely district.

34798. What would you do regarding the subscribed capital of the Clare lines?—The Great Southern and Western would take it over; of course they would have to do that as part and parcel of their own capital.

34799. Then they would have to pay dividend upon it?—They would have to pay dividend upon it where it is subscribed. You see the baronies are now paying a dividend plus the Board of Works—the Treasury.

34800. Yes; but if the Great Southern have to pay a dividend and are at the same time to be guaranteed against loss, surely that means that the Treasury would have in the event of loss to pay the dividend?—Well, of course, as I say, if the Treasury give the Great Southern and Western a grant of £100,000 or £120,000 (whatever is necessary to alter the gauge), probably the Great Southern and Western would then consider it worth their while to pay the dividend themselves without any baronial guarantee.

34801. But that is mere speculation, you see?—I do not see that it would make one bit of difference, because the Great Northern of Ireland and the Midland of England have taken over two, the Killybegs and Glenties lines with the Donegal line, and relieved the Government of all liability.

34802. You propose that the company taking over the lines should be guaranteed against loss. Have you observed that in recent years the railway grants, such as they are, have been from the Ireland Development Grant?—Well, from the Treasury.

34803. There is a sum of money dedicated to Irish use as an equivalent against grants to England and Scotland for education, and it is only out of that grant, which is now exhausted practically by the land purchase system, that any grants for railways have been made?—The Government should bring in a Bill, I quite agree, for Irish development altogether. They do not give half enough money to Ireland.

34804. The Treasury hitherto has never accepted anything like undefined liability in connection with these lines; either they have payed a certain money grant, or they have guaranteed a defined proportion of dividend on a specified capital. Now, if you propose that the Treasury shall become liable for the whole cost of the reconstruction of the lines and also for an unlimited loss in working—which would include loss by accidents, the cost of repairs and renewals of line and rolling-stock, do you consider that you are making a really practicable proposal?—Well, I consider so.

34805. Imagine yourself, now, coming at the head of a district to the Treasury—you, of course, go first to the Chief Secretary, he is always sympathetic, and never has any money—then you come to the Treasury, and you propose that the Treasury, instead of simply making a grant or guaranteeing a part of the dividend, shall make the line and hand it over to one of the railway companies, and guarantee that company by accepting an indefinite liability, without limit of time, for loss on working expenses including the expenses of accidents and renewals. If district after district came with such a petition, what do you think the answer would be? We must endeavour to frame some plan which is not only acceptable to Ireland, but is also workable?—I do not see why the British Treasury should not allocate a certain sum per annum to provide against that.

34806. I know what you consider their duties, but you know that Governmental duties in Ireland have remained conspicuous by being undone?—I quite agree with you, very very largely.

34807. Now, on the question of additional lines, which is much the same question, do you consider that additional lines would be of great importance to Ireland?—I do.

34808. They would develop agriculture?—Yes.

34809. Develop manufactures, and develop the mineral resources, in which you have great faith?—Yes.

34810. And give employment, and check emigration?—Yes; and I say it is the duty of the Government to do that.

34811. Do you not think that the time has come for dealing with this question of transit in Ireland as a question of national interest? Do you think the provision of additional lines in Ireland should still be left to be dealt with in shreds and patches—each district by itself? Is there really any practical prospect that the numerous necessary lines in Ireland will be constructed if left to be dealt with in that unsystematised manner, without any central authority and without any common fund?—No; one thing is, you would have to get the money from the British Treasury.

The provision of further necessary railway extensions in Ireland held to be the duty of the Government.

34812. The question of over-taxation to which you have referred cannot be much longer ignored?—No.

34813. Suppose there was a representative body in Ireland administering the railways, a grant might be made to it as an offset against over-taxation?—Yes.

Ireland's claim to a Treasury grant as an offset to over-taxation.

34814. With regard to the additional lines being constructed in the public interest, without laying a levy upon districts, do you not think that a body, representative and sympathetic, in Ireland, would be a body to which you could appeal with confidence to construct a line where required?—I would certainly have more faith in such a body than I have—almost—in the British Parliament to-day—because you get nothing from them except what you can squeeze out of them.

34815. But an Irish representative body, having resources (and of course we must assume that if such a body was created it must have resources), would be an authority to which you would look to regard the public interest, and to take the cost of these lines into a common budget, instead of adhering to the old worn-out idea of making each district responsible for local transit?—That is a difficult problem to solve.

The formation of a representative body in Ireland to deal with the transit problem as a whole.

34816. It is, but we are here to try to solve it?—I am very sympathetic, you know, with your views.

34817. If private capital is not forthcoming?—The Treasury must find it.

34818. If the baronial guarantees have to be given up?—I say they are very bad things altogether, baronial guarantees; they lead to no end of extravagance.

34819. If the Treasury will do nothing, and the Irish Development Grant is exhausted would you systematise the matter, so that where public interest justifies the construction of a line, you would take the cost upon a common budget?—I quite agree with you.

Failing Government assistance for railway extensions, the cost to be placed upon a common budget.

34820. The fundamental question here is the question of the reduction of rates, and I think you have agreed, in reply to the Chairman, that the Irish exporter should be placed upon a fair footing?—He should be placed upon an equal footing with the Continental importer, certainly.

34821. The export rates, you know, form a large proportion of the Irish receipts?—Yes.

34822. Is it not equally obvious that the Irish producer who wants to sell in Ireland, whether agricultural produce or manufactured goods ought to be placed upon an equal footing with the importer into Ireland?—That is my view, and always has been.

A revision of existing rates such as would stimulate Irish industries advocated.

34823. Therefore, it follows that the Irish export rates in competition with the rates into Great Britain from abroad, and the Irish inland rates in competition with the import rates into Ireland should be very largely and liberally revised?—I think so, because take eggs, several million pounds worth of eggs are brought into England, and there is no earthly reason why Ireland should not do the whole lot—poultry, Danish butter, bacon, and eggs.

34824. Railways cannot afford to make reductions, can they?—Not very well.

But as private railway companies cannot afford to reduce, a Government subsidy recommended.

34825. And the question is, how the reductions are to be made?—It is a question, no doubt, for Government subsidy.

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34826. I think you understand public finance well enough to know that a grant for any purpose in Ireland must come out of the balance of Irish revenues and upon that balance there are many claims—urgent claims—poor law revision, arterial drainage, education, tuberculosis, and many others?—Especially tuberculosis.

34827. In endeavouring to secure reform in this railway question, would it not be well, if possible, to deal with it without proposing to make demands upon the revenue for subsidies from year to year?—Yes.

34828. I know your views are in favour of private management?—Yes, as against the State.

State acquisition of the railways approved, provided the public benefit is assured.

34829. You are an old railway official, and I am not surprised that your views should be in favour of private management, but I put this consideration to you: suppose, by public acquisition of the lines, a large surplus were left out of the present net profits. Suppose that on public credit the necessary capital could be raised, and a large surplus left, and that a further surplus could be obtained by concentrated working of the system, amounting in all to half a million a year, that would enable a reduction in rates and fares to be made, and the experiment to be tried without any demands upon the public purse at the outset. Would not that be an immense advantage to forego for the sake of retaining private management?—Undoubtedly it would, but it would be a very difficult problem to solve.

34830. I admit the difficulty, and I also admit that we are only at the preliminary stage; we can only proceed at present on the basis of assumption, but presuming that such results could be secured by public acquisition of the lines do you not think that the interests of Ireland dictate that that course should be taken?—I quite agree with you as far as that goes. We have got to consider and study the interests of Ireland, and if Ireland is benefited by State acquisition or nationalisation, or anything else you like to call it, I would be quite agreeable.

Whatever is best for the advantage of Ireland should be done.

34831. That is very satisfactory evidence. You take the stand that whatever is shown or seen to be most to the advantage of Ireland ought to be done?—Yes.

34832. Now, just a word about competition. The railway companies do not compete in rates?—Oh, they do.

34833. I mean, you know, that railways are a very peculiar matter?—Well, they say they have neither got a soul to be saved nor a back to be kicked.

The question of competition.

34834. Other traders can compete, because if they are beaten in competition they can remove, or perhaps go into a different trade, but if a railway company is once there it must stay there, and it can do nothing but carry?—That is so.

34835. A railway that is challenged by a lower rate must either come down to that rate or lose the traffic?—No doubt.

34836. So that it is obvious that there can be no permanent competition in rates?—You could give rebates, only they are illegal.

34837. I should think you would hardly put forward a secret rebate as a public advantage?—They should not be allowed, of course.

34838. The companies compete as to facilities, but that means that the trader, so far as competition acts at all, has his goods carried by a longer route, and probably a much slower route. Do you think that such competition is at all equivalent in value (if it has any value) to a reduction of the rates and despatch of the traffic always by the shortest route?—No.

34839. A word about amalgamation. You see, your amalgamation plan goes only part of the way, but I think you are willing to travel the whole way. Your amalgamation plan would reduce what you call competition?—If you converted the whole of the lines in Ireland into one concern and made a State concern of it, you would do away with competition altogether.

A general reduction of rates by all routes, preferred to the retention of the principle of competition.

34840. What would you substitute for it. The hypothesis upon which a public system of railways for Ireland would be founded would be that the resources of the system should be available for a general reduction of rates. A general reduction of rates, accompanied by despatch by the shortest route, would be incomparably better for the trader than any competition?—I quite follow you.

34841. You agree with that?—I do.

Examined by Mr. Acworth.

34842. First, about these secret rebates; do you say that they exist?—I have known them to exist.

34843. You have known them to exist?—Yes.

34844. Do you know them to exist, or believe them to exist, now?—I have no doubt they are still in existence in some parts; I could not give you a definite case.

34845. Do you believe them to exist to any important extent?—That I could not say; I know they have existed.

34846. Does that mean that you know things are not so bad as they were?—Yes. Probably that is the proper way to put it. I have known traffic carried for nothing before now, even at a dead loss.

34847. In Ireland?—Yes.

34848. How long ago?—Five or six years ago.

34849. That, you think, has come to an end?—I fancy so; in fact, I am sure of it.

34850. You say they should not be allowed; of course we know they are not allowed now?—Not openly.

34851. I mean, they are as illegal as they can be?—Certainly.

34852. We have had a good many people who have spoken of secret rebates, but nobody has given positive information that such rebates exist on which we could deal with the case?—It is a difficult matter; the private trader gets the benefit, of course, when he is given a rebate.

34853. You are not able to help in the direction of getting positive information; all you can say is that it is better than it was, but it is not cured altogether?—No, I do not think it is.

34854. You entirely agree with my friend, Mr. Sexton; on the assumption that the State would be able to raise the money, and make the capital charge less by using its credit, and to economise in working, the State system would be an advantage. That is what I understood your view to be?—Yes.

34855. In your view, would there be those advantages in practices. Do you think the State would work cheaper?—That is a question.

34856. What is your view?—You have expressed rather a strong one in your proof?—My own view is that there should be three or four companies.

34857. Is your view that the State system would be more satisfactory from the point of view of working?—If you amalgamate the whole—put them all under one system, you might do the work cheaper than it is done now.

34858. I am speaking, not of making it into one Company, so to speak, but of putting it into the hands of the State. I do not want to read your statement in your proof to you; I do not know whether you have put it higher than you desired.

34858A. *Mr. Sexton.*—That refers to an Imperial Department, not to a representative Irish body.

Witness.—No.

34859. *Mr. Acworth.*—The statement I was alluding to here is: "I do not think the acquisition by the State of the railways would be of the smallest benefit; on the contrary, it would lead to no end of jobbery, and put a stop to all competition"?—That is the view I strongly hold to.

34860. That is the view you hold?—Yes; that is, if you give it to the Imperial Department.

34861. You do not say that here?—No.

34862. I am glad I got that out. That, you think, would be the effect of handing it over to the Imperial Government?—I think so.

34863. I understand you would have no such fear if it were handed over to an Irish body?—I would not like to say that.

34864. Is that intended to apply?—You might have a Commission—an Irish Commission—because there are plenty of gentlemen in Ireland to form a kind of little Board of Trade, such as the Railway Commission.

34865. But neither the Board of Trade, nor the Railway Commission, as we know them at present, is executive; one is administrative, the other is judicial. Are you proposing an Executive Commission, which should actually manage the railways?—Yes, that is what I should propose.

34866. That would not directly be under the control of Parliament, either Imperial or Irish?—No.

34867. You would not like to put it in a body directly controlled by Parliament?—No, not a Parliamentary body.

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34868. Either a Parliamentary body or an Irish elected body?—Well, I scarcely know what to say to that.

34869. If you do not know what to say, I cannot say it for you; so I will not say any more.

34870. *Mr. Sexton.*—I think you agreed that a representative body, responsible to the Irish public, would be likely to manage the system efficiently, because the success of the system would depend upon economy and efficiency; therefore, persons responsible to the country would be most likely to be efficient?—You would imagine so.

34871. *Mr. Acworth.*—Another point on that matter: Clare, you say, of course, has a great interest in the development of railways in Clare?—Yes.

34872. Clare also has a considerable interest in getting through connections to Cork and Dublin?—Yes.

34873. Has Clare any serious interest in the development of Donegal?—No.

34874. Has Donegal any serious interest in the development of Clare?—No.

34875. Would not the natural effect be that Donegal would pull its hardest to get all it could, and not take much interest in Clare?—Naturally.

34876. And Clare would pull its hardest to get all it could, and would not take much interest in Donegal?—Certainly not.

34877. So that we could not expect a big railway, that has no interest in the whole of the country, to develop each part of it impartially, could we?—I do not know. There would have to be a railway gentleman, I suppose, to go exploring all over Ireland; they would have to take it in turns.

34878. You could not expect the electors in Donegal to vote enthusiastically funds for Clare?—I do not know.

34879. You said they would not take any interest?—In the ordinary course, they would not; but I do not see why they should not if there was a body elected to control the railways of Ireland, for instance.

34880. An elected body?—Yes; they would be an independent body altogether, and would go about the country and see where——

34881. I was speaking rather of their being under the control of a large body—a body—I do not want to use the word Parliament, because it has, perhaps, a political sense, but a popularly elected body that would represent all Ireland—a hundred members, or something of that kind. They could not, of course, go all over Ireland?—No, but they could appoint an expert to go over it.

34882. So far as the elected members of Donegal are concerned, they would not be enthusiastic in Clare?—If you got one common fund for the whole country——

34883. You would expect Donegal members to want it all for Donegal?—Not the whole of it.

34884. You would expect them to want all they could get?—I suppose we all do that.

34885. You would expect the members for Clare to want all they could get, and not think much about Donegal?—It is human nature.

34886. It is human nature that each should pull for its own interests in an elected body?—Yes; I suppose so.

34887. Now I want to go to another point. Did I understand you to suggest that if the Great Southern took over the West Clare line the Government ought to guarantee them against loss?—No; give them a specific sum of money to re-gauge it, and let them relieve the ratepayers of Clare of all liability.

34888. The sum you mentioned, of £100,000, would, I suppose, re-gauge it and bring it up to a tolerably good standard?—Yes, I believe so.

34889. It would not do much more than that?—No.

34890. The Great Southern would have to work it, and pay five per cent. on its capital?—Four per cent.

34891. Very likely it is four per cent.; it does not matter which it is. They would have to work it, no doubt there would be enough money to do that, but they would have to pay 4 per cent. on the capital, and they would not earn it, would they?—I do not know.

34892. Not to start with?—I would not like to say.

34893. Would you like to say they would?—No.

34894. In that case the Government would have to give them——?—The big lines, such as the Great Southern and Western could afford to drop £2,000 or £3,000 a year in dividend, because they would work that line very much cheaper, but they would be able to develop it.

34895. Take it at that; suppose it would mean dropping £2,000 or £3,000 a year, would you propose that that should be put upon them whether they wanted it or not?—I suppose the Great Southern and Western would be sufficiently strong and patriotic enough to stand that; they carry a big balance forward.

34896. Suppose they said that, strong and patriotic though they were, they did not want this bargain, would you force it upon them?—Well, I fancy myself they would take it.

The equity of compulsory amalgamation of Irish railways.

34897. Take it this way. Suppose somebody made a branch connecting with the Donegal Railway, and suppose they said you should work it on certain terms, and you said that would mean a loss of £300 a year to the Donegal Railway, and you had not been able to see that that was a reasonable calculation, would you then think it fair that it should be thrust down your throat?—I do not know. We have taken bigger risks than that.

34898. Suppose you did not want that, would you think it fair to have it thrust down your throat?—If it was good for the country I would take the risk.

34899. But suppose the Great Southern said they did not want to take it, would you shove it down their throats?—I do not know what I should do.

34900. Would you like to have it shoved down your throats on the Donegal?—I would not mind very much; I have had a lot shoved down my throat in my time.

Cost of locomotive repairs on the Clare lines.

34901. Now, about this comparison with the Donegal Railway; I will not take more than one or two instances; I do not want to go into any detail; you have mentioned that the locomotive repairs on the West Clare was $3\frac{1}{4}d.$, roughly, and on your own line, $\frac{3}{4}d.$?—$\frac{3}{4}d.$

34902. You were not building new engines out of revenue?—No; we were keeping them in repair.

34903. No doubt; but you were not adding new engines out of revenue; that clearly upsets all comparison, does it not?—I suppose it does.

34904. If they wanted more engines, and could not get any capital, what were they to do except build them out of revenue?—I do not know that they have.

34905. That has been their evidence to us, that they have added?—I could not make head or tail out of their evidence about rolling stock.

34905A. *Chairman.*—You were not here; I asked the question, and Mr. Livesey said no.

34906. *Mr. Acworth.*—I will just put it in this way as a definite issue of fact; could you say positively that in that year no engine had been added or rebuilt out of capital?—You could rebuild them out of revenue. We have put ourselves, that half-year that I compared, something like £700 or £800 for renewals and reserve fund.

The charging of additional rolling stock to revenue.

34907. I will just put it in this way; as far as you know, there is no addition to the rolling stock out of capital in the half-years that you are comparing?—Not that I know of.

The payment of directors' fees on baronial guaranteed railways condemned.

34908. Of course that raises quite a definite point, and they will deal with it. I notice that the directors are getting three hundred pounds a year?—Something like that.

34909. You do not make a comparison in that case?—Because we do not pay directors' fees.

34910. Do you think £300 is more than the average?—No.

34911. I do not know how many there are?—No, but a baronial railway, being paid by baronies—the ratepayers—I take it to myself that they should not draw fees at all, except simply their own out-of-pocket expenses.

34912. Just one other point. It would not do to run away with the idea that Kilrush or Kilkee were really going to be quite a Brighton, would it?—I do not know; they are very nice places, and you never know until you really go and develop them.

The development of Kilrush and Kilkee as popular watering places.

34913. It is a very pretty place, about 200 miles from Dublin, is it not?—About that.

34914. Brighton is about fifty miles from London?—Yes.

34914A. *Chairman.*—That was only a figure of speech.

34915. *Mr. Acworth.*—Seriously, you could not hope to do anything beyond making it a tourist resort in

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in the summer; you could not make it a residential place?—No, it is a tourist resort.

34916. *Mr. Sexton.*—By efficient railway service it might be made a first-rate watering place?—I consider it so.

34917. *Mr. Acworth.*—You might bring it within five hours of Dublin?—Yes, easily.

34918. That is beyond the limit of a week-end journey under ordinary circumstances, is it not; it would take the best part of Saturday to get down, and the best part of Monday to get back?—I do not know; a jaded Dublin or Belfast man would not think very much of it if he could get an absolute change like that.

The development of Kilrush and Kilkee as popular watering places.

34919. You could not have a large traffic going there for a day or two?—If you give the accommodation and provide the attractions, you would. Look at Blackpool.

34920. How far are the people off who keep Blackpool alive? They are an hour or an hour and a half in the train?—Of course, that is Lancashire people.

34921. Yes, and it lives on Lancashire; they do not go from the South of England, do they?—That I do not know.

Examined by Mr. Aspinall.

A Government subsidy to cross-channel steamers carrying Irish produce recommended.

34922. You rather advocated the Irish railways being assisted in any reduction of rates that was made; do you advocate any Government subsidy being given to the cross-Channel steamers for the purpose of carrying Irish produce to England?—I think so. If they do it in one case, they should do it in the other, so far as steamers are concerned.

34923. Are you aware that the Danish Government subsidise the steamers that carry Danish goods to England?—No.

34924. That is, steamers belonging to Danish owners; the British ship-owner does not get any subsidy?—I was not aware of that.

34925. With regard to the West Clare Railway, you reported on that, and you have been rather strong in your comments about the expenditure?—Yes.

Clare Railways—locomotive expenditure.

34926. May not that large expenditure be due to the fact that the railways had been very short of rolling stock, therefore the engines had been worked to death, and their expenses for repairs have been enormously high?—I have taken out the whole particulars for three years, and compared them carefully.

34927. I have had the advantage of going over the Donegal Railway, you know, from end to end, but I have not had the advantage of going over the West Clare; the two lines are very different, are they not?—Very different

34928. You say the locomotives of the Donegal are in first rate condition?—Yes.

34929. The circumstances are not quite the same?—I do not know.

34930. Would you not agree with me that the average rate for repairs and renewals of locomotives and engines on railways works out to something like 3*d.* per mile?—Yes

34931. So that the figure for the West Clare line is not very exceptional?—A broad gauge line is a very different thing.

34932. I know that?—I have had thirty years now of locomotive work.

Parity between the Donegal Railway and the Clare Railways.

34933. I want to be quite sure that the circumstances are absolutely the same. Do you think they are?—I consider so. I do not see why the figure should be any more.

34934. Have they had all the advantages on the West Clare that you have had on the Donegal?—So far as I know.

34935. You have expressed the opinion that additional railways ought to be made in Ireland; do you think that narrow gauge railways ought to be made anywhere in Ireland?—Well, I am rather a narrow gauge man myself, because I think you can work them very much cheaper.

The relative advantages of broad and narrow guage lines in the event of further extensions in Ireland.

34936. You think that plan has a very great advantage?—Yes, to certain poor districts.

34937. If additional lines were required in poor districts, you would make them narrow gauge?—That all depends, of course, upon whether they could be worked in conjunction with the Donegal line. If it formed a direct connection it should be of the same uniform gauge of three feet; but if connected with the Great Northern of Ireland, I should leave it to them as to whether they would have it narrow gauge or the full five feet three inches.

34938. Do you think that even if you connect up with some of the main lines you would still make the new branch line a narrow gauge?—No, I do not say that.

34938A. *Chairman.*—He said that if they connected with the broad gauge, they would make them broad gauge.

34939. *Mr. Aspinall.*—Quite so. I want to get at this point; you say you would not do that on account of the expense of transferring the goods from the one to the other?—You could adopt my patent transhipping apparatus; that would do away with that.

34940. I know the arrangement you have got in use for transferring goods from the Donegal line to the Great Northern of Ireland, but has that so far affected the cost at to neutralise the other disadvantages?—I think so.

34941. What do you say is the cost per ton of transferring goods from the narrow gauge to the broad gauge, or *vice versa*, if you have not got your patent apparatus?—Threepence a ton at the very least.

34942. If you had this arrangement by which you transfer the top of the wagon from the narrow gauge to the broad gauge or *vice versa*, what would be the cost of it?—Practically nothing—infinitesimal.

34943. It must be something?—Three to six tons would not cost more than a penny, because the whole thing is done in a moment.

34944. Is that taking into account the capital outlay necessary?—No.

34945. Because you have to prepare your sidings end on, so that you have to transfer the goods or the top of the wagon from the narrow gauge to the broad gauge, or *vice versa*.

34946. In addition to that you have a heavy expenditure on marshalling and sorting those wagons so as to get them in pairs?—Yes.

34947. Therefore you cannot say that it costs nothing?—It is very small.

34948. *Chairman.*—Will it cost a halfpenny, including interest on the capital?—I do not think it would.

34949. What is it altogether?—Well, say a penny for five or six tons.

34950. *Mr. Aspinall.*—Then your view is that by adopting appliances of that kind you could almost neutralise the disadvantage of the narrow gauge as against the broad?—You would neutralise it.

Examined by Colonel Hutcheson Poë.

34951. With reference to that last point of Mr. Aspinall, you put the cost of transhipment from the narrow gauge to the broad gauge at 3*d.* per ton?—Yes, if you handle it.

34952. Taking the traffic that passed over the South and West Clare branches in 1905, there were 27,000 tons of goods and 9,000 tons of minerals; the saving on that alone would be £450 a year. There would be a saving on the transhipment alone of the goods that passed over that system of £450 a year?—Yes, that is, if re-constructed.

34953. Of course, one great economy that could be effected if the system were transformed from a narrow to a broad gauge would be in the rolling-stock which at present is a great difficulty?—Yes.

34954. Now, as regards that point of rolling-stock, can you give us any idea as to what rolling-stock was provided in the first instance for that line—was it adequate for the requirements of the line?—I could not say.

34955. I think Mr. Barrington's name has been mentioned once or twice in connection with it, and looking over the evidence he gave to the Allport Commission in respect to that line in 1888, he said that the cost of the rolling-stock on that line was about £750 a mile, so I suppose that was correct?—I have no doubt; Mr. Barrington should know.

34956. That was a very fair provision?—Yes.

34957. If that amount of rolling-stock was provided, it seems a little incomprehensible that ever since the opening of that line there has been a very heavy expenditure in providing new rolling-stock out of revenue, because they had no capital to provide. Going back to the year 1895—ten years ago—the

expenditure on permanent way locomotives and so on, was nearly £16,000. It is £21,000 now, I think, you said, but ten years ago it was £16,000; in 1905 it was £21,466, and last year, I see by the reports, it was again £21,400; so that this expenditure has not been an exceptional item; it has been incurred, so far as I can gather from the reports, year by year?—Year by year.

34958. One can hardly imagine that rolling-stock could depreciate to such an enormous extent as that?—I saw myself in the workshops there (and I consider it is very objectionable) that they were building the under frame out of deal and pitch-pine instead of oak. You know that is very extravagant.

34959. I do not pretend to know very much about these matters, but I put it to you as a railway expert, looking at the figures of this enormous expenditure year after year, it seems to imply that there must have been extravagance or something abnormal?—There are enough painters and fitters and so on there to eat up the whole line almost.

34960. Now, with regard to the receipts of that line, I think the receipts on the West Clare and South Clare systems compare very favourably with the receipts on all the other lines of light railway in Ireland?—Yes.

34961. I think they are higher than on any other line of light railway except the Cork and Muskerry?—Yes.

34962. I think the receipts last year show an increase of nearly £1,000 over those of 1905, which is very satisfactory?—Yes.

34963. And they show a very considerable increase for the last ten years?—For three years—yes.

34964. And the development has been steadily maintained?—Yes.

34965. I gather from that that if the line was put in a better state, it would amply justify any expense that might be incurred in putting it into that better condition?—I think so.

34966. I daresay you know that some years ago Mr. Gerald Balfour proposed a grant of £60,000; he said that under certain conditions he would be prepared to recommend a grant of £60,000 in respect to another light railway in East Clare for which there was some demand?—I will assume that that is so.

34967. You know the district, I presume?—Yes.

34968. Of course one Ministry is not bound by the promises or recommendations of its predecessors, but I suppose it would go for something that some years ago Mr. Gerald Balfour made an offer of a certain grant of money; I suppose it would carry a certain amount of weight with the present Government?—It ought to.

34969. Do you think that instead of devoting the £60,000 or such other sum as the present Government might be prepared to give to the construction of a new line in East Clare, it would be better devoted to transforming this West and South Clare system into a broad gauge line? If you got a sum of money like £60,000, it would go a long way towards doing so?—It is fifty-three miles; you could not do it under £2,000 a mile, and that would be £106,000.

34970. I understood you to say that it would cost £100,000, and a sum of £60,000 would go a long way towards it?—It would go a long way towards it.

34971. In your opinion, would that money be better expended in going as far as it would in transforming that line—converting it into a broad gauge system—than in providing a new line altogether?—I should say decidedly so.

34972. With regard to the comparisons which were instituted between the Donegal and the West and South Clare line, as a matter of fact, I think the Donegal line has been in the happy position of getting a large amount of financial assistance from time to time?—Two loans.

34973. I think it had a grant from the Government of something like £80,000, and also a guarantee?—The loans were paid off and fresh capital created.

34974. Quite so, but at any rate it assisted them; in the first instance they got a grant of that amount?—Yes, £30,000 Government subsidy.

34975. A guarantee of 2 per cent. on £17,000?—Yes—£16,500 it was. If I remember right, there was £30,000 borrowed from the Public Works Loan Board. That was paid off.

34976. I do not say that they were not paid off, but it was a considerable assistance in the early stages. At any rate it assisted them. Then, of course, you had two extensions, the Stranorlar and Glenties, and the Stranorlar, Donegal, and Killybegs, towards which you have a grant of practically £240,000?—Yes.

34977. £244,000, I think, to be accurate—about a quarter of a million of money?—Yes.

34978. Against that the unfortunate West Clare Railway people have simply had a Government guarantee on two hundred odd thousand pounds, of which the baronies have had to pay the largest share?—Yes.

Cost of the redemption of the Treasury liability on the West Donegal Railway.

34979. You are aware that some years ago the Treasury liability was redeemed in respect of the guarantee on the Donegal line?—Yes.

34980. I think they paid something like £9,000; under that guarantee they were liable for £340 a year; on the £17,000 the 2 per cent. would be £340?—Yes.

34981. But, as a matter of fact, owing to the line being worked at a profit, their liability was reduced to something like £260?—Yes.

34982. On those figures, the Treasury redeemed their liability by the payment of a sum of something like £9,000?—I forget the exact figures.

34983. Do not you think that it would be a legitimate argument to suggest, or to recommend, that they might be prepared to see their way to redeem their liability with respect to this unfortunate West Clare system on something like similar terms?—I should say so.

34984. You are aware that they can pay up to 33¼ years' purchase?—Yes.

Suggestion that the Treasury liability in respect of the Clare Railways should be redeemed.

34985. Under their liability the Government are paying something like £5,000 a year?—Yes.

34986. And apparently under the existing prospects and conditions, that liability may be continued indefinitely?—Indefinitely.

34987. So that it would be sound financial policy to redeem that on anything like fair terms?—I should say so, because County Clare is such an awfully poor county.

34988. We will say to redeem a liability of £5,000 at thirty years' purchase—that at once is £150,000?—Yes.

34989. That would go a long way; the liability of the barony would still continue, but a capital sum of £150,000 would, of course, redeem a great many of the charges and would place the baronies in a very much more favourable position than they occupy at the present?—I think the Great Southern and Western would be only too glad to take over that line if the Government would give them £150,000, and relieve the baronies.

The Baronies would be placed in a more favourable position thereby.

34990. And relieve the baronies—that is the point I wished to direct your attention to; that if the Treasury could see their way to put it on the simple ground of financial business, it would be good policy to redeem on such terms, and probably a working company, such as the Great Southern and Western, would be prepared to take a risk such as we were discussing?—I think so.

34991. The only other question I would ask you is with regard to this body of control which you would like to see established. I gather that you would wish to see some body over and above the board of experts who would administer the railway system?—Yes.

34992. I gather also that you would hardly be prepared to let that public body be the General Council of County Councils?—No; they would all want free passes, then.

Suggested formation of a body similar to the Australian Railway Commissioners to control the Irish railways.

34993. Would you think it well if between the public and the Railway Board some such body as Commissioners, such as they have in the Commonwealth of Australia, were placed in charge?—Yes, three Commissioners.

34994. Three Commissioners who would be responsible for the terms under which this amalgamation, which I understand you advocate, should be carried out, and would also be in the same position and exercise the same duties and functions as the Commissioners do in the Commonwealth?—Yes.

34995. You think that would be satisfactory?—I think so.

34996. With whom would you leave the appointment of those Commissioners, because, of course, they would have to be appointed by somebody? With whom, in the first instance, would you propose to

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Mr. Robert Henry Livesey, C.E., Railway Expert, ex-General Manager and Engineer of the Donegal Railway.

The appointment of the new Railway Commissioners by the Government in the first instance recommended.

Plenty of capital available in Ireland.

leave the appointment?—I suppose the Board of Trade in London, in the first instance.

34997. Do you think that would be a satisfactory tribunal to entrust with the appointment?—Unless they get Home Rule, you know. I do not know what you would do then.

34998. Would you be prepared to allow the British Government to appoint them in the first instance?—I suppose they would have to.

34999. But would you be satisfied if they did?—Yes, I think so.

35000. *Sir Herbert Jekyll.*—You said something about the difficulty of raising capital in Ireland; you do not suggest that there is any want of money in Ireland, only that Irish money is invested abroad?—Oh, yes, there is plenty of money in Ireland.

Mr. Croker Barrington, Solicitor.—With regard to the cost of working the South and West Clare lines in Ireland, Mr. William Barrington, who was connected with that line as inspector and engineer-in-Chief, was not consulted or referred to in any way before the report was made. What the Company propose to do is to bring him before you to give full evidence with regard to the West Clare and South Clare generally, and particularly as to the working of the permanent way and locomotive departments, which have been challenged. There are numerous things, but at present I am not going to say more than I have.

Chairman.—What I was going to suggest is that we will take that as part of the railway case.

Mr. Croker Barrington, Solicitor.—Yes.

35001. *Mr. Sexton (to the witness).*—With regard to the investment of Irish capital in Ireland, would you agree that in Ireland, as in every other country, the investor is governed by the prospect of profit?—Undoubtedly.

35002. And if your suggestions were carried into effect, and the springs of Irish industry set free, have you any doubt that Irish capital would then be forthcoming, with the prospect of profit so improved?—I see your point.

35003. I mean, if an Irishman sees profit by investment in his own country, would he not prefer to invest his capital there?—He ought to.

35004. And would, probably?—And probably would.

Mr. W. C. R. Coe examined by the Chairman.

Mr. W. C. R. Coe, General Manager Ballinascarthy, Timoleague, and Courtmacsherry Railway.

History of the Ballinascarthy, Timoleague, and Courtmacsherry Railway.

35005. Tell us, Mr. Coe, what you are?—I am general manager of the Timoleague and Courtmacsherry Railway. I am also the traffic manager of the Cork, Bandon, and South Coast Railway, but I do not wish to say anything of the Cork, Bandon, and South Coast Railway. I only represent the Timoleague and Courtmacsherry Railway here. In the case of the Cork and Bandon Railway it is among the Associated Railways.

35006. You are merely appearing here on behalf of this small light railway?—Yes, sir.

35007. *Mr. Acworth.*—The Timoleague and Courtmacsherry is not worked by the Cork and Bandon?—No, sir.

35008. They allow you to act as officer of the little line, but your Company does not work it?—No, sir.

35009. *Chairman.*—Tell us where this railway is?—It is from Ballinascarthy Junction to Courtmacsherry.

35010. Courtmacsherry being on the coast?—Yes.

35011. And a seaside place?—A seaside place.

35012. Well, it is practically a little tramway running between the junction and the seaside?—It is a broad gauge line, sir.

35013. Then I will say a light railway?—Yes, sir.

35014. What is the length of it?—8¾ miles.

Length and guage of line.

35015. And it is worked as an independent company?—It is worked as an independent company.

35016. How was it constructed—how was the capital raised for it?—Might I just go into the history of it for a couple of minutes?

35017. Yes?—The district was surveyed, and there was an enterprising contractor. I think you will find that that is common to a great many Irish railways, that the light railways were constructed in this way. He got hold of one or two independent gentlemen in the district, and persuaded them as to the possibilities of the line. They formed a company. The ratepayers then in the district guaranteed 5 per cent., and of course they got the Treasury to consent to a guarantee of two of that; and the line was then constructed. But what I wish to say is that, you see, the contractor is the predominant partner all through the piece.

The railway imperfectly constructed, and poorly equipped.

35018. *Mr. Sexton.*—Mr. Worthington?—Mr. Worthington. And then they got the Order in Council. And it is rather imperfectly constructed, and very poor provision made for rolling stock. The Board of Trade inspector certifies as to the safety of the working of the line, and it is duly opened. You see the contractor floats the capital and he slips away then and leaves the legacy to the ratepayers.

Date of opening of line, and description of the traffic.

35019. *Chairman.*—When was it opened about?—1891.

35020. Then, the line runs down to the coast. And is there a railway connection with the wharf?—Yes; it runs right out on the pier. I say that there should be an undertaking on the part of the parent company to work these lines before they are constructed in this way.

35021. But that was not done in this case?—No.

35022. The parent, as you call it, being the Cork and Bandon?—Yes.

35023. Well, now, what is there imported into this little place, carried over the railway—principally grain, is it?—Coal, grain, guano; and we send away 8,000 tons of sea-sand annually. It is brought in lighters alongside of the wharf and loaded into the wagons.

35024. That is for agricultural purposes?—Yes; we send it to the inland districts for agricultrual purposes.

35025. The sand containing so much lime?—Yes, lime.

35026. A percentage of lime?—Yes. We send it thirty-five miles.

35027. Now, with regard to the way in which the traffic is worked, and with regard to the rates, there are practically no complaints in the district?—The rates are very reasonable.

35028. And satisfactory?—And satisfactory.

35029. To the traders?—Yes, sir.

35030. I see the rates which you give there are very low?—Very low, both for goods and passengers.

35031. *Mr. Acworth.*—Under a half-penny?—Yes.

35032. I think it is the lowest in Ireland?—The sand works out about a half-penny per ton per mile, and that includes terminals.

35033. *Mr. Sexton.*—That is unremunerative?—It is, I should say, unremunerative.

35034. It is done deliberately for the purpose of development?—Yes. It is 8,000 tons per annum.

35035. *Chairman.*—What is the train service?—Four trains each way per day in the summer.

35036. And in the winter?—Two in the winter and three on Friday, the Clonakilty market day; and three on Saturday. That is an extra market train to Bandon market on Saturday. There are two market towns having markets on different days, and an additional train is given to each.

35037. I suppose the ordinary passenger fares are about the same as on the other lines?—The ordinary passenger fares are a penny a mile, with a penny and two-thirds for first.

35038. What are the gross receipts of the line?—At the opening, they were £1,046 per annum, and we have pushed them up to £1,789 for 1906.

35039. And the expenses?—The expenses vary considerably, you will see. The highest amount was when they were providing additional rolling stock in 1895. The expenses were £3,859 per annum. That has been the highest year for expenses. In 1896 they were the lowest. That was £2,159.

35040. Now, with regard to the general charges, I see they amount to about £450 per annum?—That is the establishment charges, general charges.

35041. But they all seem to be very small?—They are all very small, very economically worked; and you see what a large percentage they have to the whole.

35042. Yes; it must be so on a line like that?—That is the great difficulty. I think you will find that that line is one of the most economically worked in Ireland.

35043. *Mr. Sexton.*—The salaries certainly are not high?—No, sir.

35044. *Chairman.*—I suppose, of course, the initial difficulty was the burden of the five per cent.?—The five per cent. is the initial difficulty, and the amount of money we have had to spend on providing rolling stock. We expended from the revenue £5,524 in providing new rolling stock.

35045. Well, now; was the line originally constructed in an efficient manner?—No, I should say not.

35046. When it was first opened, was it all in good condition, a well-constructed railway; was it equipped with proper rolling stock?—No; they had originally four wagons. Well, we carry 16,000 tons of goods per annum; so you know how far four six-ton wagons would go on that. And they had two carriages.

35047. Two passenger carriages?—Two passenger carriages, and two toy engines—I cannot call them anything else. One of them was a second-hand one, named the Slaney. The contractor was constructing some works near Enniscorthy, and he named it the Slaney, and he handed it over to the Company; and they had to start immediately to provide sixteen more wagons and another engine, a heavier engine.

35048. And, practically, that has to be paid for out of revenue?—Yes, all that was paid for out of revenue.

35049. Because you have no capital powers available?—No; we have no capital powers. The capital, you see, is £35,000.

35050. And that is punishing the district for all time?—Yes, sir.

35051. The baronies?—Yes.

35052. What was the amount the baronies have had to contribute to this little railway?—Since the opening of the line we have contributed £36,000 odd.

35053. The ratepayers?—In sixteen years the ratepayers have contributed £36,000 odd. That is in excess of the entire capital.

35054. *Colonel Hutcheson Poë.*—There is a Treasury contribution?—The Treasury grant is deducted from that. That is exclusive of the Treasury grant. The Treasury have granted us £11,200.

35055. *Chairman.*—Now, has any application been made to the authorities for assistance in putting the line in proper order?—This is the only application of the kind, sir, that we have to submit to you now. The line had been originally surveyed to Timoleague, six miles. It was then continued to Courtmacsherry along the road, and the road follows a serpentine course round the sea, and this course was strictly followed by running up a small retaining wall, and the result is that we have twenty-four curves altogether, and a great many of them are three-chain curves.

35056. That, of course, seriously limits your speed?—Twelve miles an hour is the very outside speed, and I consider it very dangerous with a large train of ten or twelve passenger coaches (we borrow them from the Bandon railway), and an engine or two engines working round these curves with, say, 800 passengers at a speed of twelve miles an hour. I consider it rather dangerous. Happily, we have had no accidents, but it is worked with the greatest care, and we are now seeking a grant to straighten these curves. There are several of them reverse curves, and by a very little expenditure in straightening them out we could get, of course a very fair railway at a very moderate cost, as you see. The rails also are 50lb. rails, 50 lbs. to the lineal yard. Of course we cannot help that now, but it is exceedingly light for the passage of heavy rolling stock.

35057. *Mr. Aspinall.*—What is the spacing of the sleepers?—Thirteen to the rail, a 22-foot rail.

35058. *Mr. Acworth.*—Thirteen to 22 feet?—No; it is not that, but the engineer will tell you exactly.

35059. *Chairman.*—What I gather is that you consider that this is a case eminently fitted for the Treasury to make an advance to this company, so as to straighten the curves and make it more safe and easier to work, and to work better in the interests of the district?—Yes, sir.

35060. The amount of time occupied in that short journey seems to be very long, but it is explained by these sharp curves?—Yes, sir.

35061. And the absolute necessity of not running more than twelve miles an hour?—Yes, sir.

35062. *Mr. Acworth.*—But that is only for two and three quarter miles.

35063. *Chairman.*—How many curves do you say there are there?—Twenty-four.

35064. That is all in this little bit?—Three and a half miles.

35065. And beyond Timoleague you could make the line reasonably straight, the 50lb. rails reasonably straight?—Fairly straight.

35066. *Sir Herbert Jekyll.*—Has it ever been suggested that the Bandon Company should take over this little line?—It has, sir. When the Grand Jury were going out of power I think they offered to make some arrangement with the Bandon Company, but the deficits in the working expenses were then so great that the Bandon Company could not take it as a gift.

35067. It was a question of terms?—It was a question of terms. Of course the real solution of the difficulty would be for the Bandon Company to take it over.

35068. *Chairman.*—By arrangement?—Yes, by some arrangement.

Question of handing the railway over to the Cork, Bandon, and South Coast Company.

Examined by Colonel Hutcheson Poë.

35069. I think you mentioned in the figures you have given that the rates for mineral traffic are exceedingly low, a half-penny a mile?—That is for sand. Coal works out at a little over a penny.

The rates for mineral traffic low and unremunerative.

35070. Looking over the return, I find your sand traffic amounts to 8,000 tons?—Yes.

35071. And I see the total mineral traffic of the line last year was 11,800 tons?—Yes.

35072. So that practically the sand is three-fourths of the traffic?—Yes.

35073. And I see the total receipts from that source were only £145. That, of course, speaks for itself. They must be very low rates?—Very low rates, sir. The average rate per ton for all traffic carried was only 1*s.* 1*d.* for the nine miles.

35074. *Chairman.*—The average receipts per ton for all goods carried amounted to only 1*s.* 1*d.* for the nine miles?—Yes.

35075. Including terminals?—Including terminals.

35076. That is very low?—Very low. Our average rates per passenger were about 4*d.*

35077. *Mr. Acworth.*—How much goods?—The total goods traffic about 6,000 tons.

35078. Leaving out minerals?—Yes.

35079. What does that pay?

35080. *Colonel Hutcheson Poë.*—£681?—6,170 tons of general goods.

35081. The amount is £680.

35082. *Mr. Acworth.*—About 2*s.* 4*d.* a ton?—Our cost of working per mile per week is £4 15*s.*

35083. *Colonel Hutcheson Poë.*—That line is under the control of a committee of management of the County Council?—Yes, sir.

Line worked by a committee of management appointed by the County Council.

35084. But they are prepared, I gather, in the interests of the development of the country, in the interests of agriculturists generally to incur that levy and to bear that burden even though they could considerably reduce it if they raised the rates, they are prepared to tax themselves for the good of the community?—They are.

The policy of the management to charge low rates in the interest of the agriculturists.

35085. And that is a very praiseworthy spirit?—We have even out of our small resources spent £250 on putting up a wagon weigh-bridge during the past three months. We get all this mineral traffic by the wagon as it comes out of the ships, and we are hoping to develop it still more.

35086. I think that is a praiseworthy spirit, worthy of imitation in other parts of the country. Have you made any representation with regard to getting any assistance from the Treasury, in pointing out the very low rates charged by your line in the interests generally of the country, and trying to make the best case you can on that ground?—No; this is the first application we have made to any person.

No previous representation to Treasury.

35087. And negotiations have never been entered into with the Cork and Bandon, to take it over on such terms as would relieve the district from any guarantee?—No, sir. The Grand Jury offered it to them when they were going out of office.

The railway offered to the Cork, Bandon, and South Coast Company by the Grand Jury, and refused.

35088. The Grand Jury offered it to them?—Yes.

35089. To the Cork and Bandon?—To the Cork and Bandon, and they declined it, and the matter has been left in abeyance since.

35090. And nothing has been done on behalf of the County Council since they were placed in charge of the local administration?—Nothing.

Examined by Mr. Aspinall.

35091. Are there any bridges on this line of railway of yours?—One only, sir, and it is of no importance.

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Mr. W. C. R. Coe, General Manager Ballinascarthy, Timoleague, and Courtmacsherry Railway.

35092. And is there any difficulty then in the whole of the Cork and Bandon rolling stock running over it, can their locomotives run over it?—No difficulty, except the 50 lb. rails and the curves

35093. And it is only a question of the curves, really?—Of the curves, really.

35094. So that if your sleepers were sufficiently closely placed their locomotives could run over it?—The sleepers are the same as the Cork and Bandon sleepers and they are placed in the same way.

35095. And what is the weight of their rail?—75 to 84 lbs. to the lineal yard.

The sharp curves on the Courtmacsherry Railway a hindrance to the use of Cork and Bandon Company's engines.

35096. And there is nothing to prevent their rolling stock going over the 50 lb. rails if they were kept a bit closer?—One of their engines passed down to Timoleague at the opening of the line, one of their lighter engines. That was when the line opened, but it has never been down there since, and we would not think of sending it down the Courtmacsherry line.

35097. But provided the line were re-sleepered, you would save the expense of keeping an independent locomotive stock if their engines ran there?—Yes.

Examined by Mr. Acworth.

35098. Do you really suggest that any engine that the Cork and Bandon has got cannot run on a 50 lb. rail?—Oh, no; I do not suggest that. It is the curves, really.

35099. Getting rid of the curves, you do not really suggest that you want more than a 50 lb. rail to carry any engine you have got on the Cork and Bandon?—At a limited speed.

35100. What do you say is a reasonable limit—50 miles?—Twenty.

35101. I have travelled thousands of miles on a 50 lb. rail with an engine with 18 tons on the drivers and no limit of speed?—We work more safely than that.

The question of low rates, and the incidence of the baronial guarantee.

35102. There is one thing that strikes me. It is certainly fair to say that the district is not really paying all the deficiency. If they deliberately—and I am not blaming them—keep the railway rates down below the normal scale they are saving it that way?—If you raised them I doubt you would increase the earning power.

35103. Do you mean to say that the traffic would be less?—If I raised these rates I would not increase the traffic.

35104. Your own phrase was that you were carrying that sand at a non-remunerative rate?—That is a particular traffic.

35105. That is a large proportion of the whole, it is 8,000 tons?—Yes.

35106. In other words, if you lost that traffic the railway would pay better than it does, if you say it is unremunerative?—Well, it is unremunerative if you take it in its own special sense, but that sand we deliver at 2*s.* a ton in the district it is intended for, and if you raise the price of that beyond 2*s.* per ton you won't sell half the quantity.

The cheap rates compensate the baronies to some extent.

35107. I gather from your evidence that it is unremunerative that the railway would be better off if you did not carry it?—Well, of course, we carry it with other goods.

35108. You must deal with your own sense of the word, but do you mean to say that the railway company, regarded merely as a railway undertaking, would not be better off if it did not carry the sand?—Well, it would be quite as well off.

35109. Then clearly the people in the baronies are getting back part of their loan by getting an unremunerative railway rate?—Some of them are. A quantity of it goes outside the baronies even. The area of taxation is very restricted in regard to this line, and the area of taxation is not always adjusted in accordance with the people who derive benefit from these light railways.

35110. You do not think you could raise the rate without stopping other traffic?—I do not think I could.

The average cost per mile per week for working light railways.

35111. About the working cost. £4 15*s.* a mile a week includes improvements?—Yes.

35112. Can you give me a rough idea of what it would be if you merely charged maintenance, would it bring it down to £4?—About £4, I should think, sir.

35113. And that is what you think you could do it at?—Yes.

35114. You say £4 a mile a week is a reasonable sum to work a small branch?—A light railway of that description.

35115. That is what I want to get, because you have experience of it. You do work various light railways for the Cork and Bandon?—There are seven of them. They are worked by the Cork and Bandon, but they are all worked on a percentage of the receipts.

35116. But I do not much care for that on this line, for I am not on the financial side, but do you think £4 a mile a week is a reasonable figure?

35117. *Chairman.*—The point is perfectly clear. My idea, from what I have read of your proof, is that £4 15*s.* is a large figure, but it is attributable to the fact of the line being so short; that though the working expenses of a line of 8 miles may be £4 15*s.* it does not follow that a line of 100 miles could not be worked at a cheaper rate?—It could be worked at a cheaper rate, but I will qualify that by saying that we are working extraordinarily low. I do not think you could work a light railway of, say, 50 miles at less than £3 10*s.* per mile per week.

35118. *Mr. Acworth.*—That is what I wanted to get at. From your experience—and I know you have experience of those little lines down there—of course there are local circumstances as the Chairman says, but £3 10*s.* to £4 for mere maintenance and traffic expenses is, you think, about the minimum?—Yes; I think so.

35119. That is what I wanted to get. That line was originally worked by the shareholders?—Yes, sir.

35120. And it has now been taken over under the clause we know?—Yes.

35121. Who was the person who was responsible to see that the ratepayers did get a proper line with a reasonable amount of rolling stock?—Well, I do not think there is anybody responsible. That is where I find fault with the system. I say that this should be looked to in the beginning. The shareholders appoint a consulting engineer, but you see the contractor provides the capital, and he keeps everything——

35122. Of course, as cheap as he can get?—In his own hand. He is the boss of the show all the time till he walks out of it.

35123. Anybody who sells a thing will sell as little as he can for the money?—Yes.

35124. And they do the same with a railway. The ratepayers and Treasury find the money?—They do.

35125. Practically the whole of the money. The ratepayers, as we know, have no skilled advice?—No.

35126. The Grand Jury, as it was then, had no skilled advice?—No; they had not really any skilled advice.

35127. Was there any Government person who was responsible to the Board of Works or the Board of Trade?—No; that is where I fault it. I say the plans are deposited, but the real test was overlooked.

35128. You say that there was not enough provided in the scheme, the scheme did not provide reasonable rolling stock?—It did not.

35129. And proper advice was not, in fact, given?—That is so

35130. And there is nobody that can be hanged for not seeing that it was given?—That is so, and I think the same abuse is on a good many light railway schemes, tramways and others.

Examined by Mr. Sexton.

35131. I understand this line is not managed upon the narrow commercial principle which looks merely to the instant, or, at most, to the current half year?—Well, it is managed for the good of the district.

35132. The management regard also the development of the district as a desirable end?—Yes.

35133. I understand that if you imposed higher rates the traffic would diminish or cease in certain respects?—In certain respects.

35134. So the rates are about as good as you can obtain?—The very best.

35135. Well, do you consider that by allowing those low rates you give the district a good chance of development?—We do. In the matter of coal rates we are competing against two adjoining ports to which there is no railway communication. One is Ring, near Clonakilty, and the other is Kilmacsimon, near Bandon, and we put coal both into Clonakilty and into Bandon against these two ports.

35136. There you are in a measure constrained?—Yes.

35137. By the sea competition?—Yes.

35138. But where you are not constrained in regard to inland rates, you have measured the rates upon a view of what the district can afford to pay?—We have.

35139. If you succeed in developing the district your policy will eventually enure to the benefit of the railway?—It will.

35140. If you were to levy higher rates in the district now for consignments of gravel, for instance, you would do the railway no good, whereas if you allow low rates for a time the result will be beneficial to the railway as well as the district?—Yes.

35141. So that your policy appears to be a long-sighted policy, in which you look first to the future?—Yes, we look to the future.

35142. Now, when we look at these low rates on this railway, and at the financial results, does it not appear that if Ireland generally is to be developed the railway rates which are actually in force will have to be considerably revised?—Well, I am not prepared to give an opinion on the general policy of the Irish railways, sir.

35143. But at any rate if rates for development are to be instituted it will require some conjoint public action, which the ordinary railways cannot afford to take, having to pay dividends on their capital. You are in a different position?—We are.

35144. You can benefit the district by low rates, but commercial railways, which have to pay dividends on their capital, could not afford to make such reductions?—Well, the Cork and Bandon carries a good portion of this traffic that I am speaking of at these rates. You know our line is only nine miles.

35145. Yes?—And that sand is carried over twenty and twenty-eight miles, and the Cork and Bandon Railway Company get their proportion of that. They are carrying it at a proportionate share.

35146. *Chairman.*—The same proportion?—The same proportionate share; and they are a commercial company, as mentioned by Mr. Sexton.

35147. *Mr. Sexton.*—What do they pay?—The average is about 3.

35148. I suppose the traffic which they get from your line is a very small part of their whole traffic?—Their total traffic would be 80,000 tons per annum—rather more.

35149. And your contribution would be how much?—It would not be 16,000.

35150. You say part of this line is very dangerous now?—I do, sir.

35151. For reasons which have operated ever since the line was constructed?—Yes.

35152. Numerous sharp curves, with a sea wall adjoining?—Yes.

35153. And how was it that this line was passed by the Board of Trade?—It is quite safe, worked at a low rate of speed.

35154. It can hardly be quite safe and very dangerous at the same time?—It has worked for sixteen years without an accident, and that proves that it is safe; and it is also dangerous.

35155. Yes, but danger comes generally in a moment when some rule is broken, and if an increase of speed would cause a disaster there that is a dangerous line?—Yes.

35156. And was it considered safe by the Board of Trade?—Yes.

35157. *Chairman.*—Did the Board of Trade limit the speed?—Yes, limited it. I was with General Hutchinson at the opening of the line.

35158. *Mr. Sexton.*—If you always did what you were directed to do the line is safe?—Yes.

35159. It has a qualified certificate of safety?—Yes.

35160. Then, as to this toy-shop equipment, the toy engine, second-hand, and the two carriages, was that a proper equipment for any line?—No; decidedly not

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Mr. W. C. R. Coe, General Manager Ballinascarthy, Timoleague, and Courtmacsherry Railway.

35161. And how do you account for a public authority, which has to look after the public safety, passing a line so constructed with such an equipment?—I say it is none of their business.

35161A. *Chairman.*—The Board of Trade has no business with that.

35162. *Mr. Sexton.*—A railway cannot be carried on without the certificate of the Board of Trade. Has nobody anything to do with the rolling stock and the second-hand toy engine?—You can take one or two carriages with safety with it.

The rolling stock supplied for the Courtmacsherry line.

35163. The safety appears to be very qualified. And the second-hand toy engine operating along a series of twenty-four curves in three miles and six furlongs, three-chain curves, is that a safe thing too?—At a reasonable rate of twelve miles an hour it is. The lighter the engine and the smaller she is the safer she is with a small wheel base.

35164. I have been considering what you said about the contractor. He thought he would like to build a line there, and accordingly he procured the necessary powers. He obtained the guarantees, and upon these he floated the capital, and then he made the line, and then he disappeared, leaving the line as a liability there?—Yes.

The line promoted by the contractors who procured the order in council and obtained the guarantee.

35165. Now, regarding lines like this, which are already constructed, and also regarding the need of additional lines in the country, do you think it desirable that some public means should be instituted for the purpose of subjecting them to more public control and supervision?—I consider that no line should be built unless there was an undertaking from some parent company to work it.

Improvements in this procedure suggested.

35166. Do you think that there is need for a good many additional developing and branch lines and feeders, in various parts of the country?—Yes, in various parts of the country, but a great many of the lines that are mentioned as reasonable would not pay at all.

Railway extensions required in many places.

35167. No, but there are numbers of lines which might be made with great benefit to the public, and which might not pay for a considerable time. Is that what you mean?—The benefits to the public are overestimated in a great many cases.

35168. But there are numerous lines which would give benefit to the public?—Yes, there are some.

53169. Do you think it desirable that there should be some central authority in Ireland, let us say an elective authority, which would have resources and, if necessary, power to rate, and which should be in a condition to agree with the Treasury as to the commutation of existing liabilities, and to take up the construction of these lines as a national question?—I do not follow you in that, sir. I do not wish to go into the general question of the working of the railways of Ireland.

35170. I am speaking now of light railways which need to be constructed. Do you think it desirable that in districts such as yours the ratepayers and public should be protected by some public authority, if possible an Irish authority, from the operations of such contractors as you have mentioned in this case?—There should be someone to see that these were properly constructed before they are opened.

35171. And do you think that a central body responsible to Ireland would be the body most likely to deal with it efficiently?—Oh, I could not say that.

35172. But I mean as between an Imperial authority and an Irish authority?—You are on that question all through, sir, and I do not wish to give an opinion on that.

35172A. Very well, Mr. Coe.

Mr. George A Armstrong, B.E., Engineer Ballinascarthy, Timoleague, and Courtmacsherry Railway.

Mr. George A. Armstrong, B.E., examined by the Chairman.

35173. You are a civil engineer?—Yes, sir.

35174. And engineer of the Timoleague and Courtmacsherry Railway?—I am looking after it.

35175. Have you heard the evidence of Mr. Coe?—I have, sir.

35176. I think he has covered the ground that you wish to travel over, according to the proof. Do you agree with what Mr. Coe has said?—I do, I think, with most of it.

35177. Have you made any estimate of what would be the cost of putting the line into the condition that Mr. Coe has described as being required?—I have.

35178. What is the amount?—It is £6,000.

Estimate of the amount required to put the Courtmacsherry railway in good working order.

35179. Do you think that £6,000 would straighten the curves, build a new wall, and put the line into good working order?—Yes; that is not including new rails. The same rails.

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Mr. George A. Armstrong, B.E., Engineer, Ballinascarthy Timoleague, and Courtmacsherry Railway.

35180. Leaving the rails as they are?—Yes. Of course there is a great difficulty when you are straightening curves, if sharp curves have been down for many years, in putting them into the straight. It is very hard to bend them. I say there is a difficulty in altering sharp curves to much flatter ones or to straighten lines on account of the set they have got in the rails in so many years, and very often a good many of them are lost trying to bend them straight.

Estimate of the amount required to put the Courtmacsherry railway in good working order.

35181. At any rate, the total amount which you think is necessary to convert this dangerous line into a safely-working line is only £6,000?—£6,000 for that part.

35182. You have not dealt with the question of relaying with heavier rails?—But there is another item connected with the gradient coming into the terminal station.

Sharp gradients.

35183. What is that?—There is a sharp gradient of 41, and all the loaded trains have to pull up at the gradient.

35184. Can that gradient be altered?—It can be altered.

35185. At what cost?—At £500, and make a completely flat line there. Many a time the trains have to stop there and pull up—the heavy trains.

35186. Do you take it up with another engine?—Well, we have sometimes. It would be a great advantage in the tourist traffic with very heavy trains sometimes in the summer.

35187. That is only £6,500?—That is only £6,500.

Electrical communication between Court macsherry and Ballinascarthy.

35188. Is there anything else?—Well, there is; the establishment of electric communication and the staff system between Courtmacsherry and Ballinascarthy, There is no electric staff system at all.

35189. What is it—staff and ticket?—There is no staff and ticket. There is only one running from either station, a single engine system; no signals.

35190. You undertake there will be only one engine worked at the same time?—Yes.

35191. *Mr. Acworth.*—Do you really want an electric staff for a maximum of eight trains a day?—Well, it is well to be sure, because it is only a slight cost.

35192. If somebody would find the money I could understand it, but you would not care to spend money out of your own pocket for a luxury of that kind, would you?—Not the whole of it—a portion of it only.

35193. It does not appear to you as a luxury?—To a certain extent it is.

35194. And do you think that this railway ought to be equipped with that luxury, do you think it is reasonable to ask for public money for such a purpose as that, though you would, no doubt, like to have as smart a line as you could?—I think there are so many accidents on even the best equipped lines that it is well to work the line up-to-date.

35195. As a protection?—That is all. When it is left to individuals they undertake it, but if you had an electric staff it would be better.

35196. But with an electric staff a man can still run against it if he choses?—You would have more protection.

35197. Even under present arrangements you cannot have an accident unless an engine-driver deliberately breaks a formal regulation?—No; you cannot.

Examined by Colonel Hutcheson Poë.

The low goods rates have resulted in increased tonnage.

35198. There was a question which was asked by Mr. Sexton of the last witness as to the policy of the company in promoting the development of the district, even though involving some sacrifice on the part of the ratepayers at present, in the hope that eventually the increase of traffic would recoup them. On looking over the accounts I see that there has been, last year, a considerable increase in the traffic, this railway carrying 11,000 tons of minerals, and that you have increased your receipts, not by a large sum, but by £100, and you have reduced your working expenses, so that apparently that policy is already beginning to bear fruit. In answer to the Chairman you said that £6,000 or £7,000, in round numbers, would put your line in very much better condition. The Treasury pay at present, I think, about £700 a year in respect of the guarantee. Assuming that they are willing to capitalise that payment and redeem, as in other cases, at 33 years' purchase, that would amount to £23,000. If you take from that £23,000, £7,000 for capital expenditure in reconstructing your line, that would leave £16,000 towards paying off some portion of your £35,000 guarantee. Take £16,000 from £35,000 capital and it leaves £19,000, in respect of which, in these circumstances, the baronies would then have to pay the whole 5 per cent. Put it in that shape, 5 per cent. on £19,000 is £950 a year, and with the deficit on the present or last year's working, £340, that would leave the baronies liable for £1,300 a year as against their present liability of about £1,900 a year. Is not that so?—I follow you, quite.

35199. So that in that way the baronies would be relieved to the extent of £600 a year?—Yes.

35200. Has it occurred to your mind that on the reduced capital the liability would be only £1,300 a year as against upwards of £1,800 at present?—I think that would be a very good means of doing it, and it seems to me a simple method of doing it.

35201. And you relieve the ratepayers?—It would be so much relief to the ratepayers, and if they wiped off the guarantee altogether it would be better.

35202. Though you cannot get everything you want in this world, still if some such scheme as that was put forward it would be very desirable?—It would.

Colonel Plews.—In reference to the evidence given by Mr. Johnston just before the rising of the Commission in Dublin you will remember that he made a statement to the effect that some allowances were given which were not in the company's rate books. If I understand that statement correctly, and that is the evidence he intended to convey, I wish to give it the most emphatic contradiction. In the course of his remarks he made some reference to one person, a miller, being concerned. Now, we do charge lower rates for raw grain than we charge for the manufactured article, but the rates are all shown in the rate book. I do not like to refer to the question of anyone being victimised for giving evidence. The company could not entertain such an idea, and if Mr. Johnston can give any evidence in support of his statement I invite him to do so about any particular case of that kind.

Mr. Acworth.—What Mr. Johnston did was to give the names of two definite stations.

Colonel Plews.—And what are their names?

Mr. Acworth.—He mentioned Lisnaskea. He lives in Newtownbutler and he mentioned Lisnaskea.

Colonel Plews.—Two stations he mentioned?

Mr. Acworth.—Yes, and he went on to say that the man at Lisnaskea was a miller, someone in the milling trade.

Colonel Plews.—And I say positively that there are no rates given to either of those stations that are not in the rate books.

Mr. Sexton.—It is inconvenient to make a statement of this kind to the Commission without notice, because we are unable to refer particularly at once to the matter to which you draw attention.

Colonel Plews.—I made it because it was obvious that the company should deal with the matter.

Mr. Sexton.—I only reserve the right to return to it if necessary.

Mr. Fletcher Moore, D.L., examined by the Chairman.

Mr. Fletcher Moore, D.L., Chairman of the Dublin and Blessington Steam Tramway Company.

35203. Mr. Fletcher Moore, you are a Deputy Lieutenant?—Yes.

35204. And you appear before us on behalf of the Dublin and Blessington Tramway Company?—Yes.

35205. Will you give us in your own words a short history of that line?—I have been sent here to-day to give you the fullest information possible, to answer any questions you may choose to ask, and also to refute certain charges which have been made against us in regard to not properly working the line. I may just tell you as a preliminary how it was that this line was made. In the years before 1866 there was a great desire for some means of communication with Dublin. Blessington is about eighteen miles from the heart of the city. We tried several plans. We tried to get up a railway scheme. In 1866 there was the Rathmines, Rathgar, and Rathcoole Railway; that was nearly going through Parliament, and money was spent on it by the inhabitants about us, but it fell through. In 1873 there was the Blessington,

Mr. Fletcher Moore, D.L., Chairman of the Dublin and Blessington Steam Tramway Company.

Rathcoole and Baltinglass line, and that fell through; we spent £600 in trying to get it through Parliament, but we found that we could not do it. In 1880 we started a three-foot gauge, and when that was beginning to be made the Tramways Act of 1883 was passed. Immediately we dropped the three-foot gauge, and got a Privy Council Order in 1887. The line then was finished as far as Blessington; we tried to get it to Poulaphouca, but the Privy Council only gave it us to Blessington. On 8th August, 1888, we opened the line. We have got five directors, and we have one nominal director, Mr. Guinness. I believe he lives in London, but he never comes near us, and his name was kept on merely as ornamental. We have, then, five directors; three of them are appointed by the shareholders, viz., Mr. Darley, Mr. Richardson, and myself; and we have two baronial directors, one representing Wicklow and one representing the County Dublin. County Dublin apparently is very well satisfied. They do not complain, and we have a very clever baronial director in Mr. Flood. He is chairman of the Rural District Council. He gives us a great deal of assistance, and we find him an extremely good associate on the Board. Wicklow appointed their first baronial director, I think, in 1900 or 1901. Since that they have changed him nearly every other year, certainly every two years. I think it is their fourth baronial director now.

35206. *Mr. Acworth.*—The fourth since 1900?—I think it was 1900 when they first appointed one. It may have been 1899, but it was about that time. They had the power before that, but they did exercise it. Dublin did.

35207. *Chairman.*—What was the amount the baronies guaranteed?—£40,000—£20,000 each.

35208. Dublin and Wicklow?—Yes; not the whole county, but portions.

35209. The portion through which the line passed?—Yes.

35210. Was there any limitation as to the guarantee?—There was in Wicklow, but I believe not in Dublin.

35211. What was the limitation in Wicklow?—1s.; but it has never reached that.

35212. It has never reached it?—No.

35213. But they agreed to go up to 1s.?—Yes. I am wrong in saying it never reached it, because in, I think, the second year they did not pass it one half-year, and the three half-years coming together made it up to 1s.

35214. What is it now?—The latest we have is, I think, 3½*d.*

35215. In Wicklow?—Yes.

35216. And in Dublin?—I think in Dublin it was 2*d.* (*Colonel Hutcheson Poë pointed to a document before him*). I do not think it has ever gone up to 5¾*d.* It might in the first years, but not at present.

35217. Was any arrangement made with the Dublin United Tramways Company?—Never.

35218. There never was an arrangement?—No.

35219. *Mr. Acworth.*—It says that an arrangement was made, but that it was never acted upon?—That is about running over. There was an arrangement about running over; we have it here, and the Secretary will be able to produce it. We found that there was difficulty in running over. We had a car made by Mr. Scott Russell, of the Falcon Engineering Works, who built our engines and carriages. He made a car which he said would run over the lines. We found that it did run over the lines, but we could not run it round our curves in safety. We did not like doing it. It hopped off two or three times in running round our sharp curves.

35220. *Chairman.*—So that practically that agreement has never been acted upon?—We ran the car through two or three times, and then we did not find it safe, so we did not like to use it.

35221. What about the receipts of the Company?—I prefer that you should take those from our secretary; he has them better at hand than I have.

35222. I suppose that the whole of the capital has been spent on the construction and equipment?—The whole of it apparently was consumed by that. The line was done by financing; a great deal of everything was purchased on credit, and naturally a great deal of money was lost. If the Treasury had been able to advance us money at the beginning, or if the Board of Works had been able to find the cash I think the line would have been made at about half the cost.

35223. About half the actual cost?—Yes, I think so.

35224. How do you provide additional rolling stock for the requirements of the traffic?—We began with six engines that might be described as tea-kettles. They were hardly able to draw one carriage up a hill or more than about three wagons, so that we were obliged to get four new engines. Those we had to buy upon the three years hire system.

35225. Of course they had to be charged to revenue?—Yes.

35226. Because you had no capital?—We had no capital, and it was the only way possible. We started with ten wagons, I think, and we found them utterly insufficient for the goods traffic.

35227. From the opening of the line down to June, 1906, what has been contributed by Dublin and Wicklow for guaranteed dividends?—Our secretary has given me the amount, but perhaps you would prefer to take it from him. It is £23,473.

Dublin and Blessington Tramway—Amount of guarantee contributed by the baronies of Dublin and Wicklow. Amount recouped by the Treasury.

35228. Out of that the Treasury has remitted how much?—They would pay half, to a certain extent. The Treasury would pay about £10,000 of it—£10,750. The Treasury only recoup 2 per cent. on the capital. If our contribution came to so much, we will say that out of £1,000 it came to £200, the Treasury would have to recoup exactly half; if the baronies paid £800 between them the Treasury would repay £400. But if we only made £100, and £900 was asked from the baronies, the Treasury would still only pay £400.

35229. That is to meet the deficiency in working?—No; the Treasury pays nothing towards deficiency in working. £1,000 is guaranteed by the baronies; if the whole £1,000 is called upon one barony would pay £500 and the other would also pay £500, but the Treasury would only recoup £400.

35230. How much money did the ordinary shareholders find for the making of the line?—£57,100.

Capital found by the ordinary shareholders.

35231. And they have never received any dividends at all?—They have not received anything at all. There was only one year—I think it was in 1895—when we had a surplus, which we attempted to carry over, but were not allowed.

No dividend ever paid on the ordinary shares.

35232. *Mr. Acworth.*—You had to pay that back to the baronies?—No. It was left there, although we did not carry it over; we wrote off something against it. It was only a small sum.

35233. *Chairman.*—In 1895 you had an extension of the line, had you not?—That was the best year we had.

The tramway extended to Poulaphouca in 1895.

35234. There was an extension to some other place completed in that year, was there not?—Yes; to Poulaphouca—the Waterfall of Poulaphouca, a distance of 4½ miles.

The Poulaphouca extension worked by the Blessington Company but separate accounts kept.

35235. That extension is now being worked as part and parcel of the Dublin and Blessington line, is it not?—In one way it is part and parcel of the Dublin and Blessington line, in another it is not. There are separate accounts in separate books, and when the engine crosses on to the new line all the guards, stokers, drivers, and everything are in the pay of the Poulaphouca line.

35236. The accounts are kept separately?—Yes, but there are through tickets and through goods traffic.

35237. And they get their proportion of it credited to them?—Yes. They get all their local traffic, and the Blessington line get theirs.

35238. Do you consider that that extension has increased the tourist traffic?—Oh, undoubtedly.

The extension a source of increased traffic and generally a benefit to the district.

35239. And also goods traffic?—And also goods traffic.

35240. Therefore it has benefited the Dublin and Blessington line?—It has.

35241. And it has benefited the district as well?—It has, undoubtedly.

35242. Can you give us the number of passengers carried over the line for the half-year ending June, 1905?—83,724.

Number of passengers carried in year 1905.

35243. That is for the half-year?—Yes; and 98,766 for the December half-year.

35243A. That is a very large number.

35244. *Mr. Sexton.*—It is about 500 per day on the average?—Yes.

The causes for line not being financially successful

35245. *Chairman.*—What do you consider has militated against the lines being financially successful?—First of all the very large capital; secondly, the poor stock that we had at first (we were obliged to purchase new rolling stock, wagons, carriages, and engines out of revenue); and the running of the line.

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Mr. Fletcher Moore, D.L., Chairman of the Dublin and Blessington Steam Tramway Company.

Dublin and Blessington Tramway—Description of the principal traffic.

There is a very steep long gradient up Tallaght Hill, there is about three miles of long, heavy hill, and there are sharp curves, curves backwards and forwards, S curves, so to speak; and all that is very severe upon the wheels of carriages, wagons, and engines.

35246. Where is your Dublin terminus?—At Terenure; it is three miles from the city.

35247. All goods arriving at that terminus have to be carted practically three miles to the city?—Yes, and going out it is the same.

35248. Of course that operates against the success of the line?—Certainly. There is a very large traffic in coals going up, building materials, artificial manures, flour and meal, a great deal of that goes up. Then coming down we have round timber; there is a good deal of timber sold up there; also stone from the Ballyknocken quarry (they have stopped working it now, unfortunately), and a good deal of wool and cattle (it is a great cattle and sheep-producing country), and there is a large lamb traffic in the middle of the summer—about June and July.

Suggestion that electrical traction should supersede steam power.

35249. Do you think it would be a great improvement if the line were worked by electricity instead of by steam?—I think it would be a great improvement on steam.

35250. And cheaper to work—have you considered that?—I am not sufficiently of an engineer to say that. Some people say there is a difficulty in working electricity unless you have a large number of trains. It is entirely a question of how you apply the power.

35251. You have mentioned two or three reasons why you think the line is not a financial success. Are there any other reasons that occur to you?—There is the smoke. People do not like the smoke on the line, and the best steam coal is so expensive now, owing to the free trade in coal, that we have to pay a very high price for it.

35252. That is why I asked whether it would not be more economical to work it by electricity?—In that way it would, most decidedly.

35253. *Mr. Aspinall.*—Why do you not use coke?—We tried coke at the very beginning, but we found that it burned the boilers out.

35254. *Chairman.*—Of course one cause operating against success is your mode of purchasing additional rolling stock?—Yes.

35255. The deferred payment system?—Yes.

35256. If that rolling stock had been found out of capital, would it, in your judgment, have been an immense relief to the revenue of the line?—Yes, and we should have got it at about half the price, I fancy, if we had had the cash to pay for it.

35257. If you had had cash to pay for it instead of having to get it on credit you would have got it much more cheaply?—Yes.

Rolling stock obtained on the deferred payment system a source of loss.

35258. So that it has operated in two ways against the financial success of your scheme?—It has. I may add that there are two camps; there is the Kilbride rifle range camp; they have a large number of soldiers there; we carry the soldiers and a lot of stores for them, and that brings us in a good deal of money. Then there is the artillery camp at Donard, which a small extension of our line would help to serve. In fact, when a contractor there was putting up some house huts for the use of the artillery camp, he drew all the stores up by our line to Poulaphouca, and carted them on.

The line although not a financial success a great advantage to the district.

35259. Taking into consideration what you have told us, have you any suggestions to make to remedy this state of things?—If the Government were thinking of buying up these light railways I think that this line might be considered, because there is no other railway that it can be added to. There was a scheme at one time for connecting the Great Southern and Western with the Kingstown line, running close by our terminus, but that fell through. Otherwise there is nothing for us. The line is most necessary for the country; it has altered the whole country entirely, so much so, that now in summer people come out from Dublin to take houses.

35260. Have you considered any financial arrangements that might be made to relieve the districts of the guarantee; have you put into form any suggestion in that direction? I do not know whether you were in the room this morning when Colonel Hutcheson Poë suggested an arrangement with reference to the Clare railways?—That is the purchasing by the Government?

35261. Yes?—The 33 years' period?

35262. Yes?—If my memory serves me right, under the Act of Parliament enabling that to be done, the money was to be paid into the Grand Juries, and the Grand Juries were to give the guarantee. But the Grand Juries are gone, and I do not know that, if I were a shareholder, I would care to have the guarantee of the County Council in their place; it would not fetch as much money in the market. There is one thing which I think would be a great improvement not only to our line, but to all other light railways. The accounts are now made up every half-year, and they have to be submitted to the auditors—to the company's auditors to get them put ship-shape—and then to the auditors of the counties. Formerly each county used to send its auditor every half-year, but the arbitrators decided that they should only do it once a year, so that one half-year one county takes it, and the other half-year the other county does it, and they make reports to their respective counties. We have four arbitrators who sit: there is Mr. Soady, representing the Board of Works; Sir John Barton representing the Valuation Office, and a County Surveyor representing each county. Mr. Gallaher is one of the County Surveyors, and I was quite astonished the other day to see in his evidence that he thought that we were working one half-year against another and rather gerrymandering the accounts. I utterly repudiate it.

35263. Gerrymandering the accounts?—Yes. I utterly repudiate it. As he was one of the arbitrators, and sat when the arbitrators looked into the accounts, and as we have his signature to those accounts, I think he should not have made those remarks.

35264. Is your suggestion that instead of its being done half-yearly it should be done yearly?—Yes. The effect of that would be this. We have a fat half-year and a lean half-year, as they have on every railway.

35265. Yes, on most railways?—In June, 1899, we had a deficit in the lean half-year of £51 3*s.* 6*d.*; whereas we made it up in the December half-year and had a surplus. Again, we had a deficit in the June half-year, 1906, of £51 11*s.*, and we had a large surplus in the December half-year. We called on the counties for only £26 3*s.* in December; we had £947 14*s.* to our credit.

35266. Your traffic is, in a great measure, pleasure traffic, and therefore it is sure to go into the fat half-year?—Yes. You will observe that if we had put the two half-years into one year we would have had a good surplus upon both. But the county had to pay not only its half of the £1,000, but also the whole of the deficit and the Government does not recoup that deficit.

Examined by Colonel Hutcheson Poë.

35267. Is it not the fact that the present system operates in some cases disadvantageously towards the baronies?—It does.

35268. I see by your returns that the average annual profits of the line are £776 a year?—Yes.

35269. We will assume, for the sake of argument, that in your fat half-year there is a profit of £500?—Yes.

35270. In that half-year the Government are entitled to deduct half of that profit, in other words, £250, from their contribution; their contribution is £800 a year, and they get the benefit in that half-year, owing to there having been a surplus of £500, of the difference between £250 and £400, that is £150. Is not that so? They are entitled in each half-year to get the benefit of half the profits for that half-year in making their recoupment of 2 per cent, are they not?—Yes.

35271. They are entitled to have the benefit of half the profits of that particular half-year?—That would not be the position exactly, I think.

35271A. *Colonel Hutcheson Poë.*—Are not the Treasury entitled, when making their recoupment, to take credit for half the profits for each half-year?

The Secretary.—What happens is this: The net profits for the half-year are applied to the payment of dividends and the balance due is divided between the baronies and the Treasury, the Treasury paying one-half not exceeding 2 per cent.

Colonel Hutcheson Poë.—In a case where in the first half-year there was a profit of £500 and in the other half-year a profit of only £200, the Treasury

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would pay more in the second than they would in the first half-year?

The Secretary.—Of course they would. It works to the advantage of the Treasury if there are unequal surpluses.

Chairman.—It would be an improvement to the benefit of the baronies if the accounts were completed each year?

Colonel Hutcheson Poë.—That is what I want to bring out.

The Secretary.—But the Act of Parliament does not admit of that.

35272. *Chairman.*—You think it would be fairer to the baronies if the period were the year instead of the half-year?—Decidedly.

35273. *Colonel Hutcheson Poë.*—You would get a bigger Treasury contribution?—Yes.

The Secretary.—That would be so in other cases also, not only in that of the Dublin and Blessington line.

35274. *Colonel Hutcheson Poë.*—If that system had been in operation, instead of there having been a contribution of £23,000 from the Treasury, it would have been considerably more, and the baronies would have been relieved to that extent?—Undoubedly.

35275. Therefore that is a great argument in favour of this provision of the law being amended in your interest?—It should be. It was suggested that that should be done in a Bill brought forward in 1889 by Mr. Arthur Balfour.

35276. *Chairman.*—Then it has been discussed before?—Yes.

35277. *Colonel Hutcheson Poë.*—Did the Bill not go through?—I believe it did not get through.

35278. *Mr. Acworth.*—The Bill did go through, but probably that provision was dropped out of it. They did have a Bill in 1889?—It was the Railway Rates Bill in 1889.

35279. Surely the Bill for the Clifden line was 1889?—A line constructed under the Act of 1889?

35280. The Killybegs and Clifden and other lines. You say that that Bill contained a provision in the sense of which you speak?—Yes.

35281. But apparently it was struck out?—Apparently it did not go through.

35282. *Chairman.*—Could you give us some more information upon that point—that Mr. Balfour proposed to put a clause into that Bill to alter the six months into twelve? It is the first we have heard of it?—There is also a suggestion in Mr. Gallaher's evidence that they ought to have a larger proportion of representation from the baronies.

35283. Can you not clear up the other point first, because that is entirely new—I mean the point that there has been some effort made at some time to alter the six months into twelve? Perhaps you will look it up?—Yes, I will look it up.

35284. *Mr. Acworth.*—Is that the Bill you have there?—Yes.

35285. Will you let me look at it?—Certainly. (*Bill handed to Mr. Acworth*).

35286. *Colonel Hutcheson Poë.*—With regard to the directors, there is only one for Wicklow?—One for Wicklow, one for Dublin, and three for the shareholders; the other one is merely nominal.

35287. Do the three include the nominal one?—No.

35288. There are actually four?—Yes, three working, representing the shareholders.

35289. And two representing the baronies?—Yes.

35290. Do you think that that is a fair division?—I think so. The baronies are the people who have to pay.

35291-92. You quite understand the position of the shareholders. Their dividends are secure whether the line is worked efficiently or inefficiently? Is not that so?—But you must remember that there is the county surveyor of each county to look into the accounts and finally decide whether that amount should be charged against the baronies or not.

35293. Quite so; but that does not affect the point that the shareholders get their dividends whether the line is worked well or badly?—That is so.

35294. Do these directors represent some of the shareholders who contributed the balance of the capital—the unguaranteed capital?—One, I think; I do not think he has any guaranteed shareholders at all.

35295. I understand that two of the directors represent the guaranteed shareholders?—Yes. I am not sure whether the other has any guaranteed shares or not. Two represent unguaranteed shareholders.

35296. That makes it all right. It is very much to their interest that they should get some dividends?—Yes. I myself now have only unguaranteed shares, because I assigned the guaranteed shares to my daughter on her marriage.

35297. We have had a good deal of evidence as to the people who have to pay the money having but a small voice as compared with those who get their dividends whether the line pays or not. In this particular instance the directors who represent the shareholders have practically as much interest in getting dividends as the ratepayers have?—More.

35298. Do your fares compare unfavourably with those of the tramway?—We could not work at all on tramway fares.

Passenger fares on the Dublin and Blessington Tramway.

35299. I do not think we have had any evidence as to the fares charged on the Dublin and Blessington line; can you state them?—This paper (*exhibiting document*) will give you parcels and goods rates.

35300. How do your passenger fares compare with the tramway fares?—To Blessington it is 2*s.* 3*d.* from Terenure.

35301. Is that first-class?—Yes, first-class, single, and 1*s.* 6*d.* third-class single. We have only first and third.

35302. That is rather over a penny per mile third class?—Yes.

35303. And slightly over 2*d.* for first class?—It is sixteen miles for 1*s.* 6*d.*, third class.

35304. 15½ miles, is it not?—15⅞, to be exact.

Comparison of the goods rates with the former cartage charges.

35305. You do not have much traffic in the way of goods, do you?—Yes, we have a large goods traffic—coal and coke; we have a very large goods traffic; we also have goods for Ballymore Eustace and Poulaphouca.

35306. Have you the figures of the goods traffic for the last half-year—tonnage and value?—I may say that before the tramway was made I had to pay 8*s.* a ton for my cartage of coal from Dublin; now I can get it up to my station for 2*s.* 2*d.* a ton.

35307. Is that the charge on the railway?—On the railway. Then there is cartage in Dublin, 1*s.*, and, say, 6*d.* a ton for handling. I am only a mile off from the station.

35308. Even under these circumstances you are paying 50 per cent. less than you paid twenty years ago?—More than 50 per cent. I get a lot of food stuffs on the railway as well.

The location of the Dublin Terminus cramps the development of goods traffic.

35309. Presumably, from what you have told us, a great deal of goods traffic, or a considerable amount of goods traffic, at any rate, is debarred from going on your system by the fact that it can only get as far as Terenure and then has to be taken on carts?—That increases the cost, of course, but I do not think it shuts traffic out.

35310. Naturally it increases the cost, and I think you will admit that the trader, when he finds he has to pay 5*s.* where he would only pay 3*s.* to another station does not send as much traffic as he otherwise would do?—I think he has to get it up; he cannot do without coal and so on.

35311. Is there no agricultural produce brought in from Blessington and other stations?—To go into Dublin?

35312. Yes?—Yes.

35313. That must be affected by the extra cost entailed by the transhipment?—I do not know that the trader would send more. He sends in all that he can afford. The amount of traffic going in now is greatly reduced by the reduction in tillage. We have not nearly as much tillage now as we used to have.

The district served by the Tramway going out of tillage.

35314. Has that anything to do with the substitution of electricity for horses as the motor power?—No, that has not reduced the amount of stuff that would come over our line. But perhaps in one way it has. A great deal of oats used to be grown and sent into Dublin to supply the tram horses before electric traction came in; by the substitution of electricity for horses there has been a great reduction in the demand for oats.

35315. Has that also affected the amount of land under cultivation, do you think?—The cultivation was going down before that. It has been going down ever since we got free trade. That ruined us.

35316. If there could be some through communication made with the Dublin tramway system, do you think that that would tend to the increasing of production and to the development of your district generally?—I could not say that until the conditions occurred. I could not say what the effect of that

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would be. Very probably they would grow potatoes and send them into Dublin.

35317. Has any suggestion been made to the Tramway Company with a view to their taking over your line on certain terms?—No, I do not think so.

35318. Neither on your part nor on theirs?—Nothing official. I have conversed with them, and in a joke said, "We will make you a present of our line." There has been nothing more than that.

No approach made to the Dublin United Tramway Company to take over the Blessington line.

35319. Would it not be for the benefit of the district if the line were taken over by them?—It would be, but there is a clog upon it, viz., the amount of money that has to be recouped to the baronies and the Government. Until that is cleared away I do not think the Dublin United Tramways Company will take it over.

35320. I presume that the shareholders to the extent of some £17,000 unguaranteed——?—£57,000.

35321. I presume that they have never had any dividends, and that there is no prospect of their getting any?—I would not say that.

35322. I understood you to say that traffic was not showing any sign of large development or increase?—Oh, we are increasing; tillage is decreasing. We are increasing in the amount of goods that we take up. Very many people now burn coal and coke who used to burn turf, especially in a wet summer like this. I expect there will be a large demand.

35323. You are paying still in respect of your guarantee something like £700 a year after all is said and done?—Yes.

35324. And you have to wipe that off before the £57,000 can get any dividend at all?—Yes.

The prospect of the ordinary capital ranking for dividend.

35325. So that you have a long way to go before that capital can come into dividend rank?—We have nearly paid for our last new engine, and I do not think we will require any more engines after that; I think we have enough rolling stock; I think we could pause after that.

35326. May I take it that you anticipate that in the course of five years or so your prospects will be such that liability on behalf of the baronies will be wiped out and there will be some little prospect of the unguaranteed capital receiving dividends?—I did not say that. I said that in three years we will have a decrease in our expenses.

35327. My point is this. I understood from you that this £57,000 would be a block in the way of coming to terms with the United Tramway Company?—I do not think it would. I think we ought to have something for it.

35328. I do not see how you can expect people who, for twenty years and perhaps longer, will get nothing——?—If we could make up that they would begin their dividend at once.

35329. If you wiped out the £700? I asked you if you thought you would have wiped it out in five years?—I would not like to say.

35330. *Mr. Acworth.*—Have they not to pay all the back money?—That is a point of law.

35331. *Colonel Hutcheson Poë.*—At any rate, it does not improve the situation?—My reading of the Act of Parliament is that they are not to recoup the baronies or the Treasury until they pay 5 per cent. on the capital as paid up.

35331A. *Mr. Acworth.*—Then that is exceptional in your Act.

35332. *Colonel Hutcheson Poë.*—I do not think that that is the general construction?—There is a very nice point of law. If you look at the Act there is one section which says the "guaranteed" portion, while another leaves out the "guaranteed" portion and says they are to pay 5 per cent. on all the capital as paid up.

35333. Your reading may be quite right and mine quite wrong?—I should like to live to see it argued.

35334. Do you think there would be any insuperable objection on the part of your company to the Tramway Company's taking you over on fair terms?—I do not think so.

35335. One does not want to mulct anybody if it can be avoided?—I do not think there would be.

The possibility of an agreement with the Dublin United Tramway Company to work the Blessington line.

35336. It would be to the general interest of the public, would it not, if some agreement were come to?—I think so. That is subject to the Dublin United taking us for its wife, as it were—getting married.

Examined by Mr. Sexton.

35337. You are interested as a ratepayer and also as a shareholder?—Yes.

35338. Do you contribute to the levy?—Certainly. I fancy my valuation is about £350, and I pay rates upon that.

35339. I suppose your view would be that the interests of the ratepayers should be served as well as those of the shareholders?—Certainly. Being one myself I would like to see that.

35340. The greater dissatisfaction in Wicklow than in Dublin is accounted for by the heavier poundage rate, is it not?—There is dissatisfaction on our side of Wicklow, the Blessington side, but I do not think the other side bother their heads about it.

35341. So far as it is felt it may be due at having a heavier poundage rate to pay than Dublin?—They have a very little heavier rate; I think it is about a 1*d.* in the pound more.

35342. The Board of Trade return for five years gives it as an annual average of 5¾*d.* as against 1⅜*d.* in Dublin?—I do not think that that 5¾*d.* can be taken as having been charged for a very long time.

35343. At any rate, we may take it generally that the heavier poundage rate is the cause of some dissatisfaction?—There are some people who would be dissatisfied if they had to pay a halfpenny.

35344. The people of Wicklow are naturally dissatisfied when they find that their poundage rate is much higher than that paid in Dublin?—I do not think "naturally," but they are dissatisfied. I do not think they are "naturally" dissatisfied, because they get greater benefits than the people of Dublin do. The people of Dublin are within very short driving distance.

35345. The amount of the rate is more readily appreciated perhaps, the value of this benefit?—When people are seeking to get rid of a thing they do not mind the benefit they get at all.

35346. What about your financial position—the financial position of the Poulaphouca line is much better than that of the main line, is it not?—No; I think worse.

35347. But they pay interest on their debentures?—They are paying on their debentures, but not on their ordinary capital.

35348. But they are paying out of their own funds something on their debentures?—Yes; out of their own receipts.

35349. Is it an ordinary commercial line?—Yes, but not a very financially successful line.

35350. But it does not come upon public funds in any way?—No.

35351. They pay on their own debentures. Their ordinary capital is £20,000?—I believe so, but I keep carefully away from these statistics, because we keep separate accounts.

35352. But you must not shirk statistics in these matters of finance?—I am merely stating to you that I prefer keeping away from the Poulaphouca figures, because, being Chairman of one company, I do not want to get mixed up with the other.

35353. If the Poulaphouca line could make about £1,000 a year they would be all right, would they not?—They would.

35354. As to your main line, I gather from your evidence that about two-thirds of the guaranteed dividends have had to be paid out of public funds?—Two-thirds?

35355. About two-thirds, I understand?—No. Do you mean out of the baronial rates?

35356. Out of both—the Exchequer and the district?—Yes; it would be about two-thirds paid either by the Treasury or the baronies.

35357. By the Exchequer and the districts?—Yes.

35358. And of that two-thirds the larger part has fallen upon the districts?—No. It will in the bad half-year, but if my suggestion were carried out——

35359. I am speaking of what has happened?—It has.

35360. Out of the £23,000 the Treasury have paid about £10,000, and the counties £13,000?—Yes.

35361. As to future profits of the line, You have a law point, I believe?—There is a law point when it arises, and I have a strong opinion in my own mind as to what, when it comes, it will result in.

35362. It has been taken for granted, I think, in this discussion that the districts are entitled to recoupment of their contributions as soon as the receipts of the line allow?—Yes.

35363. It is obvious that if you could make in any year £2,000 the districts would for that year be free?—Yes.

35364. The districts therefore have a very urgent interest in the good management of the line?—Yes, of course.

35365. In any year and in every year in which you can make £2,000 over your working expenses the districts go free?—They will not pay.

35366. On the other hand, the ordinary shareholders have a comparatively remote interest?—Well, if my idea comes in, these shareholders would get any receipts there were over £2,000.

35367. In any year?—Yes.

35368. I think we had better proceed on the assumption that the districts are entitled to recoupment?—It does not make any matter for the present.

35369. If you have not only to make £2,000 profit in a year, but also to repay—do we understand that the Treasury also are entitled to repayment of their contributions?—If the baronies are the Treasury is.

35370. You should repay the £23,000?—Yes.

35371. The interest of the ordinary shareholders becomes more of an abstract nature in that case?—That is on that assumption.

35372. Three directors practically represent the unguaranteed shareholders?—Yes, but still they have an interest to see that they are paid.

35373. Do you consider that those who have so urgent an interest that they would escape the levy altogether if you could make £2,000 a year are adequately represented by two directors out of five, while the other three represent an interest so comparatively remote?—The arbitrators are also there you know; the arbitrators have two by whom the shareholders are not represented, and the ratepayers are represented by two, the county surveyors.

35374. I am speaking of the executive management of the line?—But the arbitrators are over the directors in everything, and they can make any regulations or rules that they like.

35375 No doubt they can do a great deal, but they cannot practically work the line?—No, but the directors work it under their supervision.

35376. No doubt; but still the initiative of the directors controls the management of the line?—Yes.

35377. And the baronies or the ratepayers may very well believe—they may be wrong or they may be right, but it is a natural view—that if they had a larger share in the management of the line they might be able to bring about a state of affairs in which the levy would be diminished or extinguished?—That may be their natural view, but if you had had the opportunity of sitting with them you would say that they were utterly wrong; I do not think they could possibly manage it.

35378. That may be; but I submit that in these affairs it is desirable that people who have to pay should be satisfied with their share in the management, even though the result might not be what they hope; the mere fact of due representation would dispose of the standing complaints?—What representation would you suggest? According to Mr. Gallaher's evidence, they ask for a larger share in the representation. There are five, and they have one; if they had a larger representation that would make them two; Dublin, which has eleven miles of line in it, ought to have two more; that would be four. Then if the shareholders had three there would be seven.

35379. If the presence of the four succeeded in improving your profits, would it not really subserve your ends by bringing nearer the time when the ordinary shareholders would receive dividends?—There is an "if" in that.

35380. There is?—And, if I might say so, I do not think that "if" would succeed. The County Dublin has 11 miles, and County Dublin is satisfied. The baronial director is on the board, he is a clever fellow and a man of great common sense, and he is satisfied. The County Dublin surveyor, Mr. Collen, is satisfied; he makes a report and says the lines ought to be kept better, but there is no real large complaint, and when we have had these four baronial directors, they have never yet, any of them, made what I call a really beneficial suggestion for any alteration in the working of the line.

35381. Would it do any harm; they might do some good possibly; they would satisfy themselves that they were having a practical share in the direction of the line. Is it not a good thing to put an end to a grievance?—That depends on what the grievance is.

35382. If it is a real grievance, and it is a real grievance after all?—If I thought it was a real grievance I would say at once that it ought to be put an end to, but I do not. I was on the Rural District Council for three years. I tried to get on the County Council to do work for them there and to carry on things, but they would not have me; they elected me on the Rural District Council instead, and I served for three years, and then I gave it up.

35383. The interest of the ratepayers in the good management of the line is immediate and urgent, and I suggest to you that it would be wise for the purpose of blunting the edge of complaints against yourselves that you should admit a larger representation of the ratepayers, even though the effect might not be all they hope for. I mean, so long as those who have a comparatively remote interest in the good management of the line control the whole direction, whilst those who have to pay from year to year have no effectual share therein, there will always be a grievance, and pardon me for saying it, a real grievance, according to the estimate of those who have to pay; it is taxation without representation?—We listen to any grievance that is brought forward. The present baronial director is the Chairman of the Rural District Council, and anything that he or any of the others brings forward we listen to with the greatest attention, and if it be of value we consider it and approve of it.

35384. But if people are merely listened to without being on the Board; that is not an adequate remedy?—We have had all sorts of suggestions from people not on the Board.

35385. I gather, however, that your mind is not closed against a modification?—Not at all. It is quite open if I saw any reasonable ground for it; I would use my influence on the Board—I am chairman of the Board—to get any number on if I thought it was of the slightest use.

35386. I am not sure that I understand your financial proposal with regard to the Tramways Act of 1895. You suggest that it might be possible to bring into operation some modification of the Tramways Act of 1895, which enables the Treasury to capitalise its yearly liability, whilst still giving security for the payment of the dividends. These things are incompatible, are they not; if the Treasury capitalises its liability the security for the dividends is gone, so far as the Treasury is concerned, is it not?—They have power in the Act.

35387. But you want a modification of the Act?—No.

35388. You say that it might be possible to bring into operation some modification of the Tramway Act of 1895?—Yes.

35389. For what purpose?—To purchase up the guaranteed shares.

35390. At what price do they stand now?—I think the last was about £13 10s.

35391. For the £10 share?—Yes.

35592. Have you gone into it—because it might happen that if the Treasury redeemed their liability and paid off these shares at their actual market price the ratepayers would find no great difference?—If they did that there would be a gain certainly to the shareholders, certainly to the line.

35393. The gross liability is about £800 a year?—The Treasury liability is, say, £400.

35394. For the two counties it is £800?—£800 is what we have demanded.

35395. If they paid off that £800 at 30 years' purchase and the £10 shares were bought at £13 10s., it might happen that the sole liability of the ratepayers for the remainder would make no great difference from the present state of things?—Not if they had to pay that; but the question is, would the Treasury pay them off at their full amount.

35396. And the question also is would the shareholders insist on getting the market value of their shares?—Yes.

35397. If they did it would greatly reduce the benefit?—Yes. Something could be done in that way. But I think the better way would be if the Treasury and the baronies could be persuaded to wipe off everything, and give us to some other company to work us electrically.

35398. The baronies would want to see what consideration they were going to receive?—The consideration they would get would be freedom from liability in the future.

35399. The prospect of freedom?—Yes.

35400. You could hardly assure them of freedom?

The question of the sufficiency of the present baronial representation on the Blessington Tramway Board.

An alteration in the composition of the Board not objected to.

Suggested modification of the Tramways Act of 1895.

For the purpose of purchasing the guaranteed shares.

Proposal that the Treasury and baronies should agree to the line being transferred to some company to work relieving the guarantors of all responsibility.

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—There should be some company that could assure it; that would be a necessity.

35401. Is it not rather a forlorn hope, considering that the Development Grant is exhausted, for district after district to solicit the Chief Secretary (who has plenty of good-will, but says he has no money), and then the Treasury, who have plenty of money, but whose good-will is doubted in the matter—is it not rather a forlorn hope to look to them to do what you require?—I do not think there is the smallest use going to them.

The improbability of a Government grant to assist the Tramways.

35402. Would you like to see this question dealt with in a general way by some Irish authority with resources, to whom you might go and submit your case?—That would depend on what the authority was.

The uselessness of approaching the Treasury for money.

35403. Suppose it was a body responsible to public opinion; suppose it was an elected body, charged with the care of these existing lines and the provision of additional lines of this description, do you think that they would or would not be more likely to respond than the Imperial Treasury?—I think they might be more willing to respond, but the difficulty would be to get that Irish body in Ireland.

35404. Of course, an Act of Parliament could create it?—The General United County Council has not been accepted in the North.

The creation of an Irish authority capable of satisfactorily dealing with the transit problems of the country as a whole approved.

35405. I do not speak of any particular body; I merely put the question generally, that rather than have to go to the Castle to successive Chief Secretaries and come here to London and look for money at the Treasury, is it not high time that there was some authority in Ireland responsible to public opinion there, with the means, and presumably the will, to deal with this question?—I would like to see if I could be sure that it was the right body, but I would like to be careful. I think it is utterly useless going to the Treasury unless you have some strong persons in Ireland forcing it on.

35406. Where every district is isolated from all the others there is no motive power to bring pressure to bear on the Treasury?—There is no use appealing in that way; you must get the unions to amalgamate before you make any demand.

35407. I suggest that this question of lines must be systematised and dealt with as one question in which the whole Irish people have an interest, so that the districts should be relieved of these excessive levies?—I think the districts ought to be relieved, and I think there ought to be a grant made. I think there is far away too much money going out of Ireland, and I would like to see a good deal of it retained in the country.

35408. And the best way would be by sympathetic administration in the hands of some Irish authority: what do you say to that?—If I knew what the body was——

35409. Can you have a better body than one responsible to the opinion of the country upon these practical questions?—They might go in for cattle drives.

35410. Scarcely, no?—Really, things in Ireland are not fully at the right mark to get any elective body.

35411. I do not wish to press you further than this. You have often come to London, no doubt, to ask for money for these enterprises. Are you satisfied to go on coming to London? Do you think it hopeful?—No, not to ask for money, but to spend money.

35412. Do you think it is beyond our wit as Irishmen to establish in Ireland some body that will deal with the matter more satisfactorily?—I do not think it is beyond it.

35413. Then, I will leave it there?—I do not think it is.

Examined by Mr. Acworth.

The suggestion that the accounts of light railways should be yearly instead of half-yearly.

The Railways Act of 1889.

35414. I have been looking at the Bill of 1889. It was a long Bill, making many amendments of the old law, but the whole of it was dropped except the part that empowered the Government to make advances to the particular companies named?—That is so.

35415. There are a good many alterations in it with reference to existing light railways, but I do not find anything on the point to which you referred. There is this, however: In reference to new light railways not promoted by existing companies, the Treasury shall pay the promoters under their guarantee by equal half-yearly payments an annual sum equivalent to 3 per cent. So that for new railways the proposal was 3 per cent. instead of 2 per cent., by equal half-yearly instalments instead of half-year by half-year according to the accounts. But that did not apply to railways in your position, if I read the Bill rightly?—It does not apply to us.

35416. But it is a suggestion which you think ought to be followed?—Yes; and in that, I think, there was a suggestion that the Treasury and the baronies ought to be represented equally by a number up to half of the whole board.

35417. There were a lot of amendments suggested?—Yes. That was the idea of the Bill. If that were adopted, and we had five, you see the Treasury would have two, each barony would have one, and we would have only one.

35418. You would have four, would you not, if they had half and half?—We would have to get four more.

35419. That is what I mean?—Yes.

35420. You would have to have four, and I do not know who would decide between four and four?—Yes.

35421. But we need not go into that. We were told—I think it was the effect of the evidence of the surveyor of the Wicklow County—anyway, some people thought that the Poulaphouca company were making an extra good bargain?—That is not so.

35422. You represent the Blessington Company, and you say that the bargain is a fair one for both sides?—It is a fair one to both sides, if anything a little bit in favour of the Blessington line, I think.

35423. Especially having regard to the fact that they came in to help you; that is what it comes to?—They came in, thinking that they would be a financial success themselves.

35424. No doubt; but their coming helped you a great deal?—It has helped us enormously.

35425. They are paying no interest on their capital except on the debentures, are they?—We made a tentative arrangement with the Poulaphouca line when we were separate; the arbitrators looked into that, and were not satisfied. The arbitrators were Sir John Ball Green, Mr. Soady, of the Board of Works.

35426. By whom was Sir John Ball Green appointed?—He was appointed by the Valuation Office; he was appointed by the Government for the Valuation Office.

35427. And another arbitrator was appointed by the Board of Works?—Yes.

35428. And they both approved?—And the County Surveyor for Dublin, Mr. Collen, and the County Surveyor for Wicklow, at that time, Mr. Draper; they all approved of the agreement.

35429. Those four people approved of the agreement under which you are now working?—Under which we are now working. That, I think, cuts out any statement that has been made that we gave unfair preference.

35430. I want to get one fact which I do not think has yet been brought out. You mentioned that there are £57,000 non-baronial guaranteed shares?—Yes.

35431. Was that subscribed in sovereigns?—No. It was subscribed, some portion in sovereigns, others were handed over to the locomotive makers and the engineer, and rails and things of that kind were paid for.

35432. But as far as investors invested in it, they paid £1 for £1 shares?—Yes.

35433. As I understand, the position is this: there is £100,000 worth of capital, £40,000 guaranteed and £60,000 unguaranteed, roughly?—Yes.

35434. The £60,000 has three votes and the £40,000 two votes on the board?—No. The shareholders have three.

35435. The non-guaranteed shareholders have three?—Yes, taking it that I am one.

35436. I should say, representatives of the guarantee money, not representatives of the guaranteed shareholders, representatives of the people who find their interest?—Yes.

35437. The £40,000 have two votes, and the £60,000 three?—No. The £40,000 have no votes at all. I had guaranteed shares and ordinary shares, but I assigned the guaranteed shares over to my daughter when she was getting married, so that I hold now nothing but ordinary.

35438. The £40,000 of capital which is guaranteed

Mr. Fletcher Moore, D.L., Chairman of the Dublin and Blessington Steam Tramway Company.

by the two counties is represented by the two directors for the counties?—There are no directors representing the guaranteed shares at all now.

35439. Representing the guarantors of the guaranteed shares?—Oh, yes, the guarantees.

35440. £60,000 has three votes, and £40,000 has two?—No. I said the £40,000 has no vote.

35441. The £60,000 has nothing but the votes; it has no money?—Yes, it has no money.

35441A. *Mr. Acworth.*—But the £40,000 has votes and a certain amount of income?

35442. *Mr. Sexton.*—They have to pay.

35442A. *Mr. Acworth.*—But they get a certain amount back; the people who found the £60,000 get nothing.

35443. *Mr. Sexton.*—The people who found the £60,000 get no interest, but the ratepayers have to pay interest on the £40,000.

35443A. *Mr. Acworth.*—They get some part returned of their money; they undertook to pay 5 per cent. and they have only found 3 per cent.; the other people undertook to find money, and they are getting nothing?—Yes.

35444. Where is the line; it is on the road all the way?—All the way, except for a little distance where it takes a short cut.

35444A. I see that what the agreement with the Dublin United Tramways Company contemplated was the carrying of goods and cattle?—Yes.

35445. It provided that two lines should be made in Dublin, one of them to the Customs House quay and one of them to a market?—The Prussia-street market; it is the city market.

35446. The point I was at was this: it also provides for cattle rates?—Yes.

35447. Would it carry any considerable amount of cattle for shipment to England if you could take them straight down to North Wall?—I think it would.

35448. There is a good deal of cattle going out of the country?—Yes. If the Dublin United Tramways Company had a short line connecting down to the quays, which, I understand, the Corporation would not allow them to have, they could carry anything they liked to the quay and bring back coal.

35449. Is there traffic in cattle which would naturally go from the Blessington district for shipment at North Wall?—Yes.

35450. There is?—Fat cattle and store cattle.

35451. Going at present?—It goes to Prussia-street market, and it is walked from Terenure now. It is sold at the Prussia-street market—that is, store cattle. Fat cattle might go.

35452. Is there much market stuff that comes in?—There is very little market stuff coming now. They do not grow it up there; we are at a high level; we are 500 or 600 feet above sea level.

35453. What were they thinking of when they proposed to make a line to get into the market; is it a traffic that is now gone?—No. Store cattle now come down and are walked in and shipped. Then we used to send lambs to Prussia-street.

35454. Both lines were meant for cattle probably?—Cattle and sheep, yes.

35455. Do you still think it would be good business if you could get them in that way?—Yes. But I would like to get an extension down to the quays to get coal back; that would be a return load.

35456. That practically brings you alongside the same place?—Where goods and cattle would be shipped, from the lower part of the quays, at the Sir John Rogerson Quay side, from the boats there.

35457. That is from the North Wall side, is it?—No, it is on the south side—the opposite side.

35458. It is on the south wall?—Yes.

35459. That was not a proposal to go to the south wall, was it?—I think so.

35460. However, it was a proposal to get alongside the quays?—Yes.

35461. And you still think it would be good for your line if it could be done?—Yes.

35462. It would be worth spending some money to do it?—Yes.

Examined by Mr. Aspinall.

The difficulty of interchanging of vehicles between the Blessington Steam Tramway and the Dublin United Company's system.

35463. What has been the real difficulty about your getting your rolling stock over the tramway lines? You refer to it in your proof of evidence; what has been the real point of difficulty?—When the line was first made, the Dublin United Tramways Company had horse trams, and the groove was a great deal wider, so as to allow the flange of our wheel down. Since they have electrified their system, they have put a narrower top and shallower and narrower grooves. To go upon our grooves, we want a very wide tread. In going round curves, you want a little play on them, so we have a very wide tread to the wheel and a deep flange, and if we went upon their line I think our present flange would be too wide for them. But I think that that could be altered.

35464. Might I ask whether the rail you have used on your Blessington Tramway right away through, has been a tramway rail, or what is known as the Vignole rail?—The Vignole rail.

35465. Why is there greater difficulty in running tramway vehicles over your railway than there is in America, where electrical tramway cars run partly upon tramways in the city and partly upon railways outside the city; you can travel 100 miles there?—I do not think there would be such a difficulty by laying grooved rails the whole way up.

35466. I do not mean laying grooved rails; I mean without laying grooved rails?—At present, the Dublin United Company are running cars in from Howth which run upon both rails; that is a new car, and I think it is a very good one, and that it could be run over our lines.

35467. The difficulty is not very apparent; that is all?—No; the difficulty would be in running our cars upon their lines, unless the wheels were altered.

35468. That only means turning down the flange of your wheel?—The flange gets cut away very quickly going round the curves.

35469. You want to get a longer life out of them?—Yes. There are two bogies at each end of our cars—four-wheeled bogies—a long distance apart; the wheel spaces are short in the Dublin electrical cars; they run them with pony bogies.

Dimensions of the Tramway Company's vehicles.

35470. Is your rolling stock of such a width that it would get through the streets of Dublin without coming into contact with either lamp-posts, or the posts which carry the over-head wires?—I do not think they would come in contact.

35471. What is the width?—Five feet three inches.

35472. What is the width of the bodies of your rolling stock?—I do not think it projects much more than that.

35473. More than what?—Five feet three inches.

35474. Five feet three inches is the gauge; what is the width of the body?—I have not measured it, but I fancy it would be six inches either way.

35475. Are they wider than the Dublin Company's cars?—I do not think so; we have run a car over the Dublin United lines.

Mr. H. O. Tisdall examined by Sir H. Jekyll (*in the Chair*).

Mr. H. O. Tisdall, Secretary of the Dublin and Blessington and Poulaphouca Tramways.

35476. You are Secretary of the Dublin and Blessington Company?—Yes, and also of the Poulaphouca Company.

35477. Is there any evidence you wish to give with reference to the Dublin and Blessington Company?—I cannot say that there is; I think Mr. Moore has covered the ground.

35478. You have nothing to add to what he said?—I do not think I have.

35479. Then, will you deal with the Poulaphouca line. How was this Company promoted?—It was promoted originally by the Dublin and Blessington Company. A great many years ago, as Mr. Moore has told you, we attempted to get the line the whole of the way to Poulaphouca, but the County Kildare would not guarantee the amount; therefore the guarantee was limited to the town of Blessington.

35480. What does the capital consist of?—The capital consists of 20,000 shares and 5,000 debentures.

History of the Blessington and Poulaphouca Tramway.

35481. *Mr. Sexton.*—£20,000?—Yes.

35482. *Sir H. Jekyll.*—What is the baronial guarantee?—There is no baronial guarantee.

35483. Has the extension to Poulaphouca been of any benefit to the Dublin and Blessington Line?—

Nov. 11, 1907.

Mr H. O. Tisdall, Secretary of the Dublin and Blessington and Poulaphouca Tramways.

It has been a very great benefit, especially in regard to goods traffic. In any calculations I make I always leave out the passenger traffic, for the reason that before the extension of the line to Poulaphouca, a considerable number of people went to Blessington and took outside cars from there to Poulaphouca; therefore it is very difficult to say how many would go on now if the line was not there. But the goods—coal, mineral, and parcels—traffic is absolutely new; we never had anything of that before, except during a very short period—during a strike on the Great Southern line, for a couple of weeks. I consider that there is a benefit to the Blessington line from the goods traffic, after paying all expenses, of about £500 a year.

The through goods traffic of the Poulaphouca line a source of profit to the Blessington Tramway.

35484. The Company has no rolling stock of its own?—No rolling stock.

35485. What division of receipts is made between this Company and the Blessington Company?—That is a matter which has been before the arbitrators and approved by them. It is not made on the mileage principle, but it is the principle that the Blessington Company originally agreed to take 75 per cent. of their then existing fares, and when the through rate was arranged it just worked out to one-third to the Poulaphouca Company and two-thirds to the Dublin and Blessington line.

The division of receipts between the companies.

35486. What does the cost of working the line amount to, under the agreement of 1897?—The arrangement of that agreement is that the Blessington and Poulaphouca Company should pay a proportion fixed by the arbitrators of the fuel, oil, water, and repair of rolling stock. Each company bears all the local expenses, which can be divided—for instance, permanent way; each pays its own milesmen and office expenses. Other things cannot possibly be divided. In the same way in making this arrangement the arbitrators took into account the fact that the Dublin and Blessington line was an exceedingly hilly line, with very sharp curves, while, on the other hand, the Poulaphouca line is practically a level line. Therefore, they made an allowance of a certain proportion of mileage to be added to the Blessington Company in the calculation in order to level the two lines. That is worked out according to the number of miles run over the lines every year. The Dublin and Blessington proportion for these particular unavoidable items amounts to about 6*d.* a mile, therefore, the Poulaphouca proportion will work out at about 4*d.* a mile on that principle, and they are charged accordingly.

The agreement of 1897, under which the Dublin and Blessington Company work the Poulaphouca line.

35487. That is under the agreement entered into in 1897?—Yes. I may mention in regard to that that one of the arbitrators, Sir John Barton, is a skilled engineer himself, and took the plans and sections of the line and analysed them, so as to compare the levels and gradients of both lines before he approved of the agreement.

35488. Has there ever been a dividend on the ordinary shares?—Never.

No dividend ever paid on the ordinary shares of the Poulaphouca Tramway.

35488A. What is now paid on the mortgage debentures?—The debentures are now receiving only 3 per cent., and even that is a year and a half in arrear.

35489. What does the Poulaphouca line suffer from now; does it suffer in the same way as the Dublin and Blessington line?—Practically from the same causes—non-connection with the city, working by steam, and of course it has to pay its proportion of the high cost of fuel and repairs, the Blessington Company not having any fully-equipped repairing shops, and the fact that people are so accustomed to electrical traction to Howth and Dalkey that they will not go where steam is used.

The causes which retard the prosperity of the line.

35490. Have you any suggestions to make?—The only thing we could suggest would be if the two companies could be amalgamated in any way and worked by electric traction. There is one matter I might mention, though it is only an idea of my own, with regard to what the Chairman said as to the redemption of the Treasury contribution. If that Treasury contribution could be redeemed, it would be something about £20,000 I think. If that could be invested in any way in the names of the counties and baronies the interest on it might go towards the credit of revenue; that is if there was a new capital created—if we could raise the capital for the electrification of the line.

Amalgamation with the Dublin and Blessington Tramway, and electrification of the lines suggested.

35491. But no proposals of that kind have been made or have taken practical form?—No. I have had conversations with some of the United Tramway people, but absolutely informal.

Examined by Mr. Acworth.

35492. You are Manager of the Blessington Company as well as the Poulaphouca Company?—I am Secretary of both Companies.

35493. As I understand your statement, the Poulaphouca people found their money on the faith of an agreement that could not be carried out—we need not trouble about the legal reason?—That is so.

35944. How was that £20,000 found?—It was found by the contractor.

35495. It was found by the contractor?—Yes.

35496. Not by the public investor?—No.

35497. And the shares have never been sold?—Not very many.

35498. They are in the contractor's hands still. At 7*d.* a mile, could you tell me what the profits would have been, roughly?—No; I am afraid I have not got that.

35499. Can you not make a shot at it?—If it had been worked out at 7*d.* a mile in, say, four years, the Poulaphouca company would have benefited by about £600; that is all.

35500. The difference of 5*d.* a mile only means £500 per annum?—You understand the 7*d.* a mile was to include everything, except possibly just office expenses; but of course now, under the new arrangement, they have to pay a great deal more; they have to pay a proportion of the Blessington expenses whether they rise or fall, and it would have amounted to, roughly, I understand, £200 a year difference.

35501. The difference would be £200 a year?—Yes.

35502. Which obviously would only have been one per cent. on £20,000?—That is all.

35503. So that it could not have been a profitable thing in any case?—No, it could not.

Examined by Colonel Hutcheson Poë.

35504. In fact, that £200 would only have made up the deficit dividend on the debentures?—That is about all.

35505. Seeing the position in which that contractor is—he really represents the shareholders in this question—would there be any great difficulty on the part of your company in amalgamating on fair terms with the Dublin United Company, if such a thing could be brought about?—Of course, you would have to get the connecting link between the two Companies, namely the Dublin and Blessington line.

35506. Assuming the other people would agree, there would be no great difficulty on your part?—None whatever.

35507. And if the Debenture holders were protected in some way the contractor would not make any great difficulty?—No.

35508. He is in an unfortunate position, without much prospect of getting anything?—I do not know what his position is now, because he is not in this world.

35509. That would simplify matters, probably. You do not anticipate that there would be any great difficulty in coming to terms?—No.

35510. There would be no great difficulty on the part of your Company provided the other agreed?—I think not.

The Commission adjourned till the following morning at 11 *o'clock.*

FIFTY-EIGHTH PUBLIC SITTING.—TUESDAY, NOVEMBER 12TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

MR. GEORGE E. SHANAHAN (Secretary).

Mr. E. G. HENESEY, J.P., examined by the CHAIRMAN.

Nov. 12, 1907.

Mr. E. G. Henesey, J.P., Managing Director, East Downshire Steamship Company.

35511. You are a Justice of the Peace, and Managing Director of the East Downshire Steamship Company, Limited?—I am, sir.

35512. Has your Steamship Company being running for some years?—Yes, since 1871.

35513. What is the principal traffic that you import?—Coal, timber and general building materials, cement, slates, and things of that sort.

35514. You provide a good service?—Oh, yes, sir.

35515. You do not carry passengers?—Oh, yes; we carry steerage passengers.

35516. And you are registered for passengers?—Yes.

35517. What is your export trade?—Chiefly farm produce, wheat, potatoes, and so on.

35518. What English port do you run to?—Cumberland ports—Whitehaven, Maryport, and Workington. Whitehaven is the chief port.

35519. And what did you say your principal export traffic was?—Potatoes, grain, and live stock.

35520. Now, what port on the Irish side do you use?—Dundrum, in the County Down.

35521. Are you the port authority there?—Yes, we are.

35522. The Steamship Company?—Yes. Recently we got a lease of the port.

35523. What is the railway that serves your port?—The Belfast and County Down.

35524. Are the rates charged by this railway company and the facilities offered, so far as your Steamship Company is concerned, satisfactory?—Thoroughly so.

35525. And their co-operation has enabled you to develop a considerable trade?—It has.

35526. Does the railway company offer any facilities as to depots at other places?—It does.

35527. What places are they?—Newcastle, Downpatrick, and Ballynahinch.

35528. And those depots you think also are a convenience to the traders in Ireland, and tend to develop your trade?—Undoubtedly.

35529. Now, are the rates to Dundrum quoted by the County Down Company fixed so as to encourage export trade?—They are.

35530. Can you just, to put on the notes, give us two or three examples?—Of rates?

35531. Yes. Take the rates. First of all, you import coal?—Yes.

35532. Can you give us the coal rates per wagon load of not less than six tons?—I can. To Newcastle, which is practically four miles distant, 1*s.* per ton a six-ton wagon load.

35533. Is that in the Company's wagons?—In the Railway Company's wagons. To Crossgar, thirteen miles distant, 1*s.* 6*d.* per ton.

35534. I understand that is the total rate?—Yes.

35535. That is the amount the consignee or consignor has to pay?—Yes. Then Ballynahinch, twenty miles distant, 2*s.* 3*d.* per ton. These are illustrations of the coal rates.

35536. I think that is sufficient, these three instances. By-the-by, have your Company any coal wagons?—We have twenty ten-ton wagons.

35537. And suppose your wagons are used?—Then we get a rebate of 3*d.* per ton.

35538. So that the charge for wagons is 3*d.* a ton?—Threepence.

35539. And that you consider very satisfactory?—Quite so.

35540. For these short distances?—Yes.

35541. Now, as to the rates in operation, may I ask generally whether they keep the rates in the Company's rate-book?—Every one of them.

35542. And you have no special arrangement as to rebates or anything of that sort?—Nothing of that sort.

35543. It is all fair and above board?—Absolutely.

35544. Then I gather from what you say that you are perfectly satisfied with the rates and arrangements of that railway, and that you are not in favour of seeing that line owned by any other company?—I am not in favour of that.

35545. You think that the independence of that railway has enabled you to make favourable arrangements which might be in jeopardy if the line was handed over to a larger company?—That is my opinion.

35546. Do you know what the rates are of other railway companies—do your rates compare favourably with them?—With any of the other lines—the Northern lines—they compare favourably.

35547. Then I take it that you are opposed to any amalgamation of the Northern lines?—Entirely.

35548. Then we may say that, on the whole, from 1871, the date when you commenced, yours has been a gradually growing trade?—Steadily growing.

35549. And you are perfectly satisfied with the present arrangements?—Perfectly satisfied.

All the County Down Company's rates for the Steamship Company duly recorded in the public rate book.

Examined by Mr. SEXTON.

35550. Is yours a large company, Mr. Henesey?—Well, not very, compared with English ideas of largeness.

35551. We can get an absolute idea by ascertaining the amount of the capital?—I can tell you that; it is £21,700.

35552. It is a limited company?—A limited company.

35553. Is it a private company?—No, it is not.

35554. Do you hold public meetings?—We do.

35555. And publish your reports?—Publish them to the shareholders.

35556. Have you any objection to say what dividend you pay?—I have no objection whatever. It is six per cent. per annum.

35557. A very fair dividend. Well, I understand from your abstract that your Company established agencies on the County Down line?—That is so.

35558. Have you established them on any other line?—One recently on the joint line of the Great Northern Railway at Castlewellan.

35559. That is at the junction of the two lines?—Yes.

35560. But do you trade along the Great Northern system?—We do as far as Banbridge.

35561. But your main trade is on the County Down line?—It is.

35562. Now, can the Great Northern Company compete with the County Down line so far as the main actual course of your trade is concerned?—I do not quite understand your question.

35563. You send your goods from the port at Dundrum to certain points?—Yes.

Present arrangements with railway company regarded as satisfactory.

Capital of the Downshire Steamship Company and dividend paid.

The Company's principal trade confined practically to the County Down Company's system.

Nov. 12, 1907.

Mr. E. G. Henesey, J.P., Managing Director, East Downshire Steamship Company.

35564. Can the Great Northern Company, in relation to those points, compete with the County Down line, your agencies being on the County Down line?—Oh, of course, Banbridge is further distant than any of the other places I named.

35565. But I understand your agencies for your main trade are on the County Down line?—That is so.

35566. It is obvious from the physical location of these two lines that the Great Northern Company could not compete in traffic to your agencies on the County Down line, by taking the goods around on their system, except at a vastly greater mileage?—That is so.

Absence of railway competition in County Down.

35567. Therefore, so far as your Company is concerned, the County Down line is not exposed to any competition?—It is exposed to competition with various seaports along their system.

35568. By seaports but not by railway companies?—Not railway companies.

35569. Whatever system of railways prevails, whether privately owned or not, sea competition will remain and have its effect. Then any advantages you have have not been derived from competition?—In a sense, they have, because they are competing with sea-borne coal.

35570. I am speaking only of competition as between railways?—Not as between railways.

35571. The point I wish to define is this, that any competition which does exist is competition which would equally exist under any conceivable system of railways?—I think it is all the more creditable to the County Down Company that we get the rates we have irrespective of competition.

The County Down Company's rates reasonable and framed to develop traffic.

35572. But one of your reasons for desiring a continuance of things as they are is that if you changed them you would lose the advantage of competition. I point out to you that the competition that exists would remain in the event of a change of the railway system, that is the sea competition?—Yes.

35573. Therefore, whatever concessions the County Down Company have made to you have been due to competition or their voluntary desire to develop trade, and not to any constraint upon them?—That is it.

35574. Even with regard to the position of your traffic that comes into Belfast, I understand you to say that you import timber from Quebec into Belfast, and that it is carried by the County Down Railway to your port of Dundrum?—Yes.

35575. And that you can do that as cheaply as if you brought the timber direct by sea from Quebec to Dundrum?—Yes.

35576. You find it as cheap?—Yes.

35577. That seems to prove that the rates of the County Down Company are very favourable to you?—They are favourable to all traders as well as to us.

35578. In that trade?—In any trade.

35579. Your evidence is as regards this particular trade?—Yes.

Lower than on any of the other Northern lines.

35580. Are there traders competing with you in this particular trade on that line?—There are, in every one of the towns on the line.

35581. Now, I think you said that the rates of the County Down line are lower, so far as you know, than the rates on any other of the Northern lines?—I say so.

35582. Lower even than the rates of the Midland Company, coming from England?—I cannot speak of that, but I am speaking of comparing with the Great Northern.

35583. I should think that a gentleman of your capacity, engaged so many years in trade, would have a good general idea?—Well, we have no immediate dealings with the Midland Railway, so that I cannot say.

35584. But probably you have some knowledge of them. Can you say whether they are higher?—I cannot say.

35585. But you say the Great Northern rates are higher?—Yes.

35586. Substantially higher?—They are.

35587. Do you find a material difference in your operations about Banbridge, so far as profit is concerned, as contrasted with the County Down line?—Yes; there are higher rates.

35588. And you have lower profits?—Yes.

35589. So that if you had to deal wholly with the Great Northern Company instead of the County Down Railway, your six per cent. would be probably cut in half or worse?—I do not go that far.

35590. How far do you go, Mr. Henesey?—I do not go any further.

35591. But let me put it to you, if you had to conduct your whole trade, subject to the railway rates of the Great Northern, which you say are substantially higher than those of the County Down, would not the effect be necessarily a great restriction of your profit?—I am not clear about that.

35592. Why not?—Well, they have not a goods rate and I don't say that it might not have a slight effect on us.

35593. Well, you would either have to sell at a higher price, or be content with a lesser profit?—Well we would have that alternative.

35594. Is not that an embarrassing alternative?—It may be.

35595. Surely it cannot be otherwise than embarrassing, If you had to sell at a higher price, your trade would become more restricted?—If we sold at a higher price we could get the same profit.

35596. But still it is more difficult to get a higher price than a lower?—It is, undoubtedly.

35597. Now, I can understand your contentment with the County Down system. Some witnesses have told us that they thought it would be very desirable that those smaller lines, among which I suppose they would reckon the County Down system, ought to be absorbed in and swallowed up by the larger systems. I understand that you would be entirely opposed to that?—I am, entirely.

35598. Suppose, as some witnesses have suggested, that the Great Northern was allowed to appropriate all the lines which touch it (except, I believe, this English-owned line, as regards which an exemption is declared), what do you think would be the effect of that on you?—The rates would go up undoubtedly.

35599. And probably your trade, which has gone up (I don't know what it was in your first year, something small, I understand), which has gone up to £1,700 in the last year, perhaps that trade might begin to go back again?—It would increase if the rates were put up, if we could hold the trade, I think.

35600. If you could?—Yes.

35601. But there are other traders competing on the Great Northern system, who would be more conveniently situated than you are for trade upon that system?—Yes.

35602. And, no doubt, you would find it difficult, by reason of the long mileage freight, to compete with them in price?—As a matter of fact, since they opened Castlewellan, and have extended the business to Banbridge, our freights have increased.

35603. You have increased your freights somewhat?—Yes.

35604. But if you had to conduct your whole trade or a system which had absorbed the County Down, namely, the Great Northern, would that tend to the development of your trade or to the restriction of it?—I don't think it would affect it very much. It would increase the annual sum that we pay away in freight. That is the only effect that I can see it would have.

35605. If you increase the annual sum you pay away in freight, you must increase the price you have to charge?—Well, that is an alternative, of course.

35606. The lower the price at which you can sell, the better the chance of development?—Undoubtedly.

35607. And if you increase the freights and increase the price, your trade tends to go down?—If we keep the trade, we have to pay more money for it, our annual payment must increase.

35608. Would it not be more difficult to hold the trade you have if the County Down line were absorbed by the Great Northern than under the present conditions?—I do not think it.

35609. What is, then,, your objection to absorption?—We want to be as we are.

35610. What damage would you suffer then?—We would certainly suffer from want of competition. the convenience of which we have now.

35611. I understand from you that there is no competition between the railways?—There is competition between the Great Northern and the County Down for the general interest of the community.

35612. I thought with regard to the freight of your company, the main bulk of it went to the County Down?—No, not at present.

35613. At any rate, the low freights have enabled you to sell at prices which have added to the development of your trade?—Yes.

35614. And conversely, I infer, or I submit to you, that if this line were absorbed by the Great Northern, and you had to pay higher freights, that would act adversely to your development?—That is your opinion, but it is not mine.

35615. Then what is the advantage of the low freights?—Because they give us greater facilities for doing business.

35616. But if you can do your business equally well with higher freights?—That remains to be seen. You are putting forward suppositious cases. I am speaking of facts as they exist.

35617. But you are against absorption?—I am, distinctly.

35618. And you appear to be inclined to depart from your own view?—No, I am not.

35619. You say that it is an advantage to you to have low freights?—I say so still.

35620. And to these you attribute the development of your trade?—Yes.

35621. And I say if that line were absorbed, and the higher rates of the Northern line prevailed upon that system, the development of your trade would be likely to be arrested?—I do not know that it would make any difference.

35622. Do you say that it would make no difference to your trade whether you had to pay lower or higher rates?—I do not say anything of the sort.

35623. Lower rates have developed your trade. That is according to your evidence?—Hence we want them to remain.

35624. Would not, then, higher rates tend to arrest your trade instead of developing it?—You would think so, on the face of it.

35625. But do not you think it?—I do not know.

35626. But, surely, now—please bring your mind to bear on the subject—if low rates had caused such an immense development, in which you exult, surely higher rates would act in a contrary direction?—You would think so.

35627. But don't you think so?—I cannot say I do.

35628. It makes no difference whether the rates are low or high?—I would not say that.

35629. What difference does it make?—That I cannot say.

35630. If you cannot say, I should think it ought to be a matter of indifference to you whether or not the County Down line is absorbed?—It is not a matter of indifference.

35631. Because you think the County Down line serves your interests better?—The County Down Company serves the entire interests of the County Down thoroughly well.

35632. I am speaking of your view?—Yes.

35633. And if the independence of the County Down line serves your interests better, the absorption of that line by the Great Northern would serve your interests worse. That I understand to be the main point in your evidence?—Yes.

35634. If the rates of railways generally in Ireland were such as those charged by the County Down Company, what effect would that have, in your judgment, on the development of trade in the country?—I think it should help it.

35635. Help the exports and help the inland trade?—Yes. I would say so.

35636. Help the export and help internal trade?—Yes; I think so. The cheaper the locomotion, the cheaper the freight is. I say it is for the benefit of the traders of the country.

35637. Do you think it would make a very material change in the state of Ireland, in the amount of her trade, export trade and internal trade, if the railways generally gave Irish traders such terms as you receive from the County Down Company?—I am not in a position to answer that question.

35638. But you are in a position to say that the concessions extended to you by the County Down Company have greatly developed your trade?—Yes.

35639. Would not similar treatment if given by other companies throughout Ireland have a similar effect upon other traders?—I would think so.

35640. Do you see any reasonableness whatever in the idea of allowing an octopus like the Great Northern Railway, which has already swallowed up ten or eleven lines, to appropriate, compulsorily, a line like the County Down?—I am against it.

35641. I think you will admit that the case of your Company in relation to the County Down line is a much narrower case than the case of the traders of Ireland in general with regard to the Irish railways?—Undoubtedly, we are only an item.

35642. And it is not because your Company has advanced to an annual freight of £1,700 and a dividend of 6 per cent. that "everything is," as Dr. Pangloss says, "for the best in this best of all possible worlds"?—So far as the North is concerned, I think the railways are doing well enough for the community.

35643. The County Down line?—And the other railways as well.

35644. But the others are charging more?—It is for the traders to get the rates lowered if they can.

35645. Would it not be better for them if they could get them lowered?—Yes.

35646. And would it not be better for all Ireland if by any system such terms as are given to you by the County Down line were secured for the traders of Ireland at large?—I think so.

Nov. 12 1907.

Mr. E. G. Henesey, J.P., Managing Director, East Downshire Steamship Company.

The continuance of the County Down Railway as an independent system urged.

Examined by Mr. Acworth.

35647. You say that any rebates or other allowances given by the County Down Company to your Company are all in the rate-book?—That is so.

35648. I do not know whether you know that there has been a great deal of talk here about rates not in the rate-books of railway companies. I dare say you have seen that in the reports?—I have seen that in evidence of witnesses that I have read.

All the County Down Railway Company's rates duly recorded in their public rate book.

35649. As far as you know, does anything of the sort exist in connection with the County Down Railway?—Nothing whatever.

35650. You can hardly know that it does not exist, but as far as you know it does not?—As far as I know, it does not.

35651. You do not think it exists?—I do not.

35652. You do not believe it exists anywhere on the Company's line?—I do not.

35653. Now, just one other point. You told my friend, Mr. Sexton, very emphatically that you were not in favour of the Great Northern octopus spreading any further. You do not want it in the County Down?—I do not.

35654. What would be your view of a still bigger octopus spreading all over the country—having one State system?—I think it would be entirely against the interests of the trading community.

State ownership of the railways disapproved.

35655. On what do you base that opinion mainly?—Well, the benefit of competition between the companies would become practically unobtainable.

35656. When you say competition, it is evident if you look at the map that the great bulk of the County Down has only one railway?—That is all. I think that competition generally would cease to exist, because there would be fixed rates for all traders and you would have no chance of ameliorating your position whatever as a trader.

The necessity of maintaining competition amongst the railways.

35657. Has not Castlewellan two railways?—It has.

35658. But practically no other place east of that?—That is so, sir.

35659. But if trade goes, for example, to Larne, the County Down gets no share of it?—None.

35660. If trade goes to Dundrum, to the east, won't a great portion of it come to the County Down?—It would.

35661. So that the County Down is interested in drawing the trade to itself there?—Yes. I admit that the railways have to live by their earnings.

35662. And you know the Northern Counties have an interest in getting trade to Larne?—Yes.

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35663. And in that way they are competing against each other?—They are.

35664. And, in your view, supposing trade came in, and say it was going to Belfast, it would not matter to a State railway undertaking whether it went through Larne or through Dundrum?—No; I do not see how the State could have any interest in that so long as rates were fixed on the same basis, whatever that might mean.

State ownership incompatible with railway competition.

35665. Would that practically mean that you would have got rid of railway competition?—Exactly.

35666. The State would not have an interest in developing one place against another?—No.

35667. And, in other words, would not have an interest in developing any place, would not have the push of competition?—It would not.

County Down opinion favourable to a continuance of the present system of railway control.

35668. I will just ask one other question. I do not know whether you care to say, or do you know what your neighbours in the County Down think on the question?—There is a general consensus of opinion that the railways of the North are thoroughly well managed, and we think they ought to be let alone, so far as we are concerned.

35669. You represent your locality?—From our point of view.

35670. *Mr. Sexton.*—We have had evidence from your neighbours in Newtownards and Donaghadee?—Yes.

35671. Not in that sense.

35672. *Mr. Aspinall.*—What is the authority in Dundrum?—Lord Downshire is the undertaker of the port.

35673. Is it an improving port?—It is, sir.

35674. What has been done to improve it?—Increasing the depth of water and improving the facilities.

Dundrum a tidal port.

35675. What depth of water, about, has it in the spring tides?—At low water the place is practically dry. At spring tides, thirteen feet.

35676. Dundrum is therefore a tidal port?—Yes.

Examined by Colonel Hutcheson Poë.

35677. I gather from your abstract that the bulk of your trade is in articles other than those connected with the land?—Well, the export is land produce.

35678. Potatoes?—Yes, and cattle.

The traffic of the steamers would be unaffected by higher or lower railway rates.

35679. And I also infer from your answers to Mr. Sexton that you do not consider that high or low rates would very much affect the profits of your company?—I think not.

35680. Are you of the same opinion as regards agricultural produce, which, of course, constitutes by far the largest portion of the trade of Ireland, dairy produce and market produce, general agricultural produce—are you of the same opinion that it is a matter of indifference to traders in these articles whether the rates are high or low?—I think, of course, low rates always tend to facilitate business. Our export rates are very low. Low export rates of course must help export business.

35681. But is not the great volume of export business from Ireland under existing conditions and likely to be so for a considerable time, largely in products of the soil?—I should say it would be, sir.

But the lowering of railway rates would encourage the agricultural industries.

35682. And though it might not perhaps affect your company, which does not deal largely in this traffic, whether rates are hight or low, are not you of opinion that the weight of evidence which we have had shows that the development of the products of the soil would be very largely increased if the rates were considerably lower than they are at present?—I think that would help the trade.

35683. I am glad to have got that admission. You have spoken very emphatically as regards your own trade with the County Down Railway Company. They are happily situated in a prosperous district?—They are.

The volume of traffic on the County Down Railway in proportion to its mileage greater than on the larger lines.

35684. And looking at the Board of Trade returns, the volume of traffic on that line is very much larger in proportion to its mileage than it is on those of the three big companies, the Great Southern, the Midland, and the Great Northern. In proportion to its mileage the traffic in both goods and passengers is very much larger on the County Down line than it is on that of any one of those three companies?—Well, I cannot speak of them.

35685. Well, you can take that from the Board of Trade returns?—Yes.

35686. And, again, in proportion to its mileage the number of train miles run by that Company is less in proportion than the number of train miles run by those three large companies?—There is a very large seaside business in the summer time.

35687. I am coming to this point. Don't you think the low rates which you say they give are very largely due to the fact that they are so happily situated, both as regards goods and passenger traffic, that they are able to run their trains economically, they are able to run fuller train-loads, and that, judging by the Board of Trade returns, they work economically as compared with any other line?—Yes, I think so.

35688. You are aware, also, that the working expenditure of the lines throughout Ireland, the same as in England has a tendency to increase owing to the cost of labour, and of coal, and of other materials?—Yes, undoubtedly.

35689. Don't you think it is possible that if the railways were amalgamated more or less, while there might not be much gain as regards profits from lower rates, there would be considerable economies in other directions. In some matters there would, in others there would not, because the matter of personal management would be wanting in the case where the railways were run by the Government.

35690. I gather that you are opposed to State purchase. but in reference to the effect which these economies might have on the trade of Ireland, do you think it would be possible, supposing the railways of Ireland were put into one system, or fashioned into several systems, and the commercial business elements retained, and that those railways were subject to some popular control—we need not go into the question of the particular form of control—that then you would have one company, or three companies, as the case might be, anxious to develop the country, working on business principles, the same as the twenty-six different companies are at present, but able to effect economies, and at the same time to give material reductions in rates and charges?—Well, my answer is that I believe that in some respects they would effect economies, and the want of personal supervision would be against economies in other respects.

35691. I am speaking now of a system under private business control, not State control, and responsible to a public authority in Ireland. Do you see the same objection to that as there would be to State control?—I do. I say that there is no provision there for people, very often for traders in the North, to go there and to get their grievances attended to.

35692. And you are aware that in the North of Ireland there has been considerable amalgamation. The Great Northern is the result of the amalgamation of half-a-dozen companies?—Yes.

35693. Don't you think that amalgamation would be a good thing if it tended to develop the country?—With weak lines, I think it would.

35694. Do you know anything of the South of Ireland. There are a number of weak lines in the South and West?—I do not know anything about them.

35695. Speaking generally, the effect of the amalgamation of weak lines in the North has been satisfactory?—I would think so.

35696. And judging by that experience, do you not think that the amalgamation of weak lines in the South would be equally satisfactory?—Well, naturally, it would. There is one thing I would like to mention, that I think the present arrangement by which a trader who wants an opportunity of ventilating a grievance has to get the Railway Commissioners to come to Ireland is a thing that requires amending. There is no trader can face bringing the Railway Commissioners to Ireland to ventilate any grievance that he may have, and I think some simpler means ought to be arrived at whereby a trader would have an opportunity of ventilating any objection he might have to railway rates in a very much simpler and cheaper way than at present. Now, to illustrate what I mean, until some years ago Admiralty cases, for instance, could not be tried in Belfast; but the County Court Judge was authorised to undertake these things. He is assisted by two nautical assessors. I think if that idea was enlarged with regard to railway companies, it would be a very great help to traders in the North to ventilate their grievances, if the County Court Judge,

Mr E. G Henesey, J P., Managing Director, East Downshire Steamship Company.

assisted, say, by the President of the Belfast Chamber of Commerce or the President of the Derry Chamber of Commerce, or any other town that has a Chamber of Commerce, and an assessor sent from the Board of Trade, a railway expert; if those two were sent to assist the County Court Judge in dealing with small railway questions, it would be a very great help to the traders and remove any friction or dissatisfaction that exists at present. And then, I suppose, the next question that would arise would be—Should there not be a Court of Appeal? I would suggest that there might be a power of appeal to the Railway Commission, who ought to go out once every half-year similar to assize Courts of Justice and finally dispose of the question. But the present arrangement for the Railway Commission to come over about ordinary trading business is absolutely out of the question. There is no trader could face it.

35697. *Chairman.*—On account of the expense?—On account of the expense.

35698. *Colonel Hutcheson Poë.*—Don't you think that the necessity for invoking the assistance of a Court to decide the question of higher or lower rates would be very largely diminished if there was an amalgamation of lines?—Centralisation would do away with all that.

35699. It would do away with the necessity of many of those points that come before the Railway Commission, one company against the other?—No, traders against the company.

35700. We have had very big and expensive cases heard in Dublin in the last year?—Yes, I saw them.

35701. They were very expensive to the railway companies, consequently very expensive to the shareholders. That condition would not exist.

35702. *Chairman.*—Do you think the grievances of traders would diminish if the railways were in the hands of some central authority responsible to the public and having full knowledge of the working of the companies?—I think as long as there are railways there will be traders' grievances against railways.

Re-examined by Mr. Sexton.

35703. You say the reason why traders do not bring their grievances before the Railway Commission is that they are deterred by the cost?—Yes, they are. They cannot afford it.

35704. I think you are inclined to complain that we Irishmen in business matters have to come too much to London?—Well, the Railway Commission comes to Ireland.

35705. But the Board of Trade?—No; I cannot speak from experience of that.

35706. I think when you want to invoke persuasive action you have to refer to the Board of Trade in London?—Well, I have no experience of that myself.

35707. I suppose you have no experience because you would not care to come so far?—No; if the necessity arose, I would.

35708. But you have never come?—No.

35709. You have to do with a friendly railway company?—No, there has been no occasion that I know of.

35710. The railway company has been so friendly and so just that you have had no occasion?—No occasion.

35711. You think that for the purpose of securing reduction of railway rates or fares it would be well to have recourse to the County Court Judges?—Yes, I think so, assisted by some gentlemen of the description I mentioned.

35712. But what about the cost of engaging first-class lawyers?—I do not see how that could come in.

35713. When the railway company bring in leading lawyers you would want to do the same?—Not necessarily.

35714. But otherwise you would be at a great disadvantage?—I might be.

35715. So long as the railway companies engage leading counsel, the trader litigant, I presume, will always feel that if he is to make adequate provision for his case he must be similarly assisted?—That is a matter for himself, for his own opinion.

35716. He will engage leading counsel to explain his case rather than run the risk of being beaten for want of adequate skill. If the rates were regulated by a public authority in the public interest, would not that be bettter than to have to fight on every occasion either before the Railway Commission or a County Court Judge?—It might.

The probability of diminished litigation if the railways were controlled by a public authority.

Mr. Edward Roycroft, J.P., examined by the Chairman.

Mr. Edward Roycroft, J.P., Chairman of the Schull and Skibbereen Light Railway.

35717. You are the Chairman of the Schull and Skibbereen Tramway and Light Railway?—Yes.

35718. What is the length of this line?—14¾ miles.

35719. How is the capital found for this railway?—The capital is guaranteed by the ratepayers.

35720. It is one of the guaranteed lines?—Yes.

35721. What is the amount of the guarantee?—Five per cent. on £57,000.

35722. The ratepayers do not guarantee the whole, I suppose?—Two per cent. is paid by the Government.

35723. The guarantee is in perpetuity?—Yes.

35724. I have not got the date. When was it that the districts guaranteed this line?—In 1883.

35725. The districts having guaranteed the £57,000 for this railway, was any stipulation made as to whether the rates in the pound should not exceed a certain figure?—No, sir; there was not.

35726. Was any statement made as to what the probable liability of the ratepayers would be?—The contractor, a gentleman named Mr. Avigdore, came before the ratepayers in starting this line, and he said very rosy things about what the line would do, and all that sort of thing, and he got the ratepayers to give a guarantee at five per cent., and he took the contract afterwards for £57,000.

35727. He was the contractor?—He was everything.

35728. He was the promoter?—He was the promoter.

35729. Was any statement made by him, or his firm, giving the ratepayers an idea as to what their liability would be?—He said it would be very little, if anything, two or three pence in the pound, or something like that.

35730. The ratepayers agreed to this on the assumption that they might not be called upon for anything, but if they were it would be only two or three pence in the pound?—That was the statement he made in the opening.

35731. That is the firm of contractors who built and equipped the line for the £57,000?—Yes.

35732. Who were the directors appointed to look after it?—There were six gentlemen appointed by the old Grand Jury.

35733. Six directors appointed by the old Grand Jury. When was the line constructed? When did they begin to construct the railway?—At the end of 1883, and it was opened for traffic in 1886; I think it would be 1884 when they commenced it.

35734. That is near enough, 1883 or 1884. You say that in the end of 1886 the line was declared open by the contractors?—Open for traffic.

35735. Now, who was supervising the construction of the railway?—Mr. Avigdore had an engineer of his own.

35736. I understand the contractor did, but who supervised for the ratepayers?—The Grand Jury; in fact, the ratepayers had no say in the matter; these six gentlemen did what they liked—the six Grand Jurors, I mean, the Committee appointed by the Grand Jury after the line was working.

35737. I want to get the history shortly from you. The six gentlemen appointed by the Grand Jury were supposed to look after the construction of the railway?—Yes.

35738. And keep the contractors up to the mark?—Yes.

35739. Did they do it?—They did not. This contractor tipped the Inspector, and that sort of thing, and these gentlemen paid their visits regularly. The men did what they liked.

35740. You are the Chairman of the line now?—Yes.

Schull and Skibbereen Light Railway—Committee appointed by the Grand Jury to supervise the construction of the line.

The contractor's work alleged to have been faulty; proper supervision not exercised by the Committee.

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Mr. Edward Roycroft, J.P., Chairman of the Schull and Skibbereen Light Railway.

35741. Your contention is that although they nominally supervised the line they did nothing?—They did nothing.

35742. Did the Board of Works do anything?—They sent their inspector down, and he passed the line also.

35743. The Board of Works?—Yes; the Board of Works inspector, the Board of Trade, I think.

35744. You mean the Board of Trade inspector passed it?—Yes.

Line passed by Board of Trade Inspector.

35745. When the line was constructed, and notice was given that the line was ready to be opened for traffic, the Board of Trade sent an inspector to pass the line?—Yes, the line was only open six months——

Rolling stock supplied by the contractor under his agreement.

35746. Stop a minute, we will get on by steps. Tell us, first of all, what rolling stock the contractors had to supply under their agreement?—Four locomotives and, I think, twenty-four wagons.

35747. And what was the weight of the rails that they had to lay down on the railway under the contract?—I think, 56 lbs. I do not know exactly the weight of the rails, the engineer was just telling me.

35748. *Mr. Acworth.*—Has he got the original specification?—No; we applied for it, but we could not get it. It appears there was a burning in Cork, and this specification was there, and it was burned.

Line opened in September, 1886.

35749. *Chairman.*—Now we got to the opening of the line in September, 1886?—Yes.

35750. Was the traffic worked satisfactorily after the opening?—No; the engine came off the track the third day after it was opened, and they were obliged to stop working at the end of nine months.

35751. That is a most extraordinary story; within three days after the opening of the railway, the railway had to be stopped, because the engines and carriages would not run safely on the line?—That is a fact.

The railway closed for nine months after opening owing to defective rolling stock

35752. How long was the line closed?—Nine months, and the Committee were obliged to borrow £1,600 then to put it into working order again.

35753. Was there not an arrangement made that the contractors should keep the line in proper repair for a certain period after the opening?—No; he ran away the moment it was passed, and we have not seen him since.

Disappearance of contractor.

35754. *Mr. Acworth.*—Where did he come from?—From London here, I think. He went back to Australia then, and we have heard no more about him since. He wrote a pamphlet, and said he had bamboozled the Irish people, and that he was taking £23,000 over with him.

35755. *Chairman.*—You say they had to borrow more money?—Yes, £1,600.

35756. They had to get another engine?—They had to get another engine, and they had to get more rolling stock.

35757. They had to get that on the hire system?—Yes.

Improvements carried out, additional rolling stock provided, and line re-opened.

35758. Even after that, was the line in a sufficiently good condition to enable the traffic to be worked properly?—Since 1898, since the Committee of Management arranged to take it up, they have spent any amount of money on trying to improve the line and make it workable, and to keep from having any accidents there.

35759. In other words, I gather from what you say, that the line was in such a state that it really had to be re-made?—A great deal of it; the contractor put bad sleepers in it.

35760. I suppose the contract stipulated that a certain number of sleepers were to be placed on the road in certain places, and that the timber should be of a certain quality?—Yes. I think he put one sleeper in every two perches.

Particulars of defective construction.

35761. Baltic sleepers, I suppose, were in the contract?—Yes, but he put soft native timber into it.

35762. No Baltic sleepers at all?—No.

35763. *Mr. Aspinall.*—Larch?—Some sort of soft larch.

35764. *Chairman.*—And less of those than according to the contract?—Yes.

35765. Who looked after that?—The Grand Jury had their County Surveyor.

35766. These six gentlemen?—Yes. They had their County Surveyor to look after it, and he passed it also, equally with the Board of Trade Inspector.

35767. *Mr. Aspinall.*—Who was the Board of Trade inspector?—General Hutchinson.

35768. *Chairman.*—Did I get from you the number of vehicles that the agreement provided for?—The contractor was to supply five passenger cars and sixty other vehicles.

35769. That was the contract?—Yes.

35770. What did he supply?—Four passenger cars seating eighteen passengers, and forty-nine wagons.

35771. Did the traffic gradually increase after the second opening of the line?—Yes.

35772. Then it was found, I suppose, that you had not sufficient passenger vehicles to carry the traffic?—Sometimes we had not. We were obliged to pay £465 for new carriages in 1890.

35773. That were found to be necessary?—Yes.

35774. Your contention is that these ought to have been supplied by the contractor under the original contract?—Yes.

35775. When was it that the Grand Jury took over the working of the railway?—In July, 1892.

35776. Of course in 1898 the Local Government Act was passed, was it not?—Yes.

35777. Then it got into the hands of the County Council?—Yes.

35778. How was it worked by the County Council?—They appointed six members as a Committee of Management; they are working it now.

35779. And you are one of them?—I am one of them.

35780. You are the Chairman?—Yes.

35781. Now, from 1898, the time that the County Council Committee got it, has it still been found that further accommodation is wanted and more vehicles?—Yes; we were obliged to build a new engine recently costing £1,300; the old ones are practically of no use, and the wagons have to be renewed; I believe the first ones were partly second-hand ones; they are constantly breaking down, and we have to be repairing them.

35782. Now let us come to the present time, it is more interesting. At the present time what is your condition with regard to the rolling stock?—We have built four wagons; we are building them ourselves, getting carpenters and carriage builders to construct them on our own premises now.

35783. Do you find that all the original rolling stock wants renewing?—Every one; they are practically valueless; we are using them for all they are worth, and getting the timber work done ourselves.

35784. And that is only after twenty years' wear?—Twenty-one years.

35785. You think that if they had been in first-class condition at the beginning they ought to last considerably longer?—We have been renewing and repairing them over and over again during that time.

35786. What have the ratepayers been called upon to pay? I do not see it in your memorandum?—About ninepence in the £.

35787. Now?—Yes; and besides that, they are paying another guarantee on the Bantry Extension of 4½*d.* in the £, from Drimoleague to Bantry.

35788. Is the Island Valley finished?—Yes.

35789. There is no guarantee on that now?—Until recently; we had to pay the whole of the capital, and also the ratepayers in my locality are paying three guarantees.

35790. Of course the original contractors laid the line out with a good many sharp curves and bad gradients?—It was like a snail creep; it is just built like the shape of a snail creep, just in the form of an "S"; the curves are sharper than an "S" in some cases, with sharp corners and steep gradients. The engineer will be able to explain it.

35791. We will ask the engineer?—Owing to the defective method in which it was constructed, the rolling stock will not stand half as long as it would otherwise, because there is so much wear and tear; the steam pipes burst frequently, and that sort of thing.

35792. *Mr. Sexton.*—Of course neither the rolling stock nor the rails can stand?—And the sleepers have to be torn up. We applied some time ago to the Government for a grant. Mr. Bryce, the late Chief Secretary, was up in Skull, and he promised to support it. The Chief Engineer was sent out to inspect it, and he was surprised when he saw it at the way it was passed at all by any Inspector, it was so defective, so badly built, and so badly constructed. We applied then

for a grant to cut off the curves and lower the gradients, and we got a letter from the Chief Secretary.

35793. *Chairman.*—You got a letter from the Chief Secretary, but the grant has not been given?—No.

35794. Because the time was not opportune?—If we got a grant of £10,000; the directors had no say in the matter themselves; the Government inspected and passed the line, and the poor ratepayers could not help it.

35795. Could you tell me what is the highest rate in the £ that the ratepayers have been called upon to pay?—1*s.* 2*d.* in the £ in 1902.

35796. And now it is what?—Now it is ninepence.

35797. You are of opinion that if a grant were made sufficient to put the line in proper working order, and the rolling stock in proper working order, and sufficient for the traffic, the curves straightened, and the gradient altered, the line could be worked so considerably cheaper that the payment by the ratepayers would be considerably reduced?—That is so.

35798. And you think, considering that the ratepayers were really helpless in the beginning with regard to the construction of this line, consideration should be given to their application?—Yes. I may tell you also that our traffic has nearly trebled from 1897 to the present time—both passenger traffic and goods traffic.

35799. But your net profits are kept down because of the constant expenditure on the line and the stock?—We have paid more on the guarantee now than it cost to construct the line altogether.

Examined by Sir Herbert Jekyll.

35800. Have not your troubles all arisen from the six Grand Jurors allowing themselves to be imposed upon by an enterprising contractor in the first instance?—We think that if they were more vigilant things would have been better.

35801. Had they any expert advice?—They had the County Surveyor.

35802. Did the County Surveyor know anything about railways?—He was supposed to be an engineer.

35803. They had no skilled railway man to help them?—No, not except the County Surveyor.

Examined by Colonel Hutcheson Poë.

35804. While the line was under construction, did not the Board of Works' engineer from time to time inspect it and satisfy himself that the works were being constructed in a proper manner?—I do not think so.

35805. He was bound to do so?—I never saw him there more than once.

35806. The Board of Works, whenever they advance money for such a purpose as this, always, apart from the undertaking, during the construction, send their Engineer down from time to time to satisfy himself that the work is conducted in a proper manner. Do you mean to say that in this particular instance he did not attend to those duties?—I have been informed since by some of the men who worked on the line that the very morning the Government Engineer came down to inspect it the contractor had a whole lot of men with their oil-cans oiling the rails to make things go smooth.

35807. I am not referring so much to the Board of Trade Inspector, but, so far as you are aware, your answer is that no supervision was exercised by the Board of Works during the construction of this line?—No.

*35808. I can hardly understand it, but no doubt we shall have some explanation. I think subsequently to the closing of the line in 1887, General Hutchinson, the Board of Trade Inspector, made a Report as to the condition of the line, and the causes of the stoppage: are you aware of it?—I am not aware of the causes of the stoppage, but that was after it was passed the first time.

35809. The first time, as you are aware, the only duty of the Board of Trade Inspector is to satisfy himself that the line is in good condition for working with due regard to the safety of the public; he has nothing to say to the construction, or the rolling stock, or anything of that sort?—That is all.

35810. But subsequently he was called upon to make a special report after the line had stopped, and in that report he called attention to the fact that the engines were practically incapable of drawing thirty tons up the hill, and they had to stop?—Yes.

Schull and Skibbereen Railway:—

Special report by Board of Trade Inspector after the opening of the line pointing out defects in construction and equipment.

35811. Even a few months after that line had been opened, he goes on to say that another new engine should be got, and the three existing ones, which had only been working a few weeks, should be put in proper repair. That is General Hutchinson's report?—Yes.

35812. Further on I think he pointed out that, owing to the steep gradients, and sharp curves that you have described, in his opinion—and I believe it was subsequently embodied in a Board of Trade Order—the speed of the trains at two of the curves ought to be limited to four miles an hour. Whether it was observed or not I do not know, but at two particular points in that line the speed, by order of the Board of Trade, was supposed to be limited to four miles an hour, and in nine other places on the line I believe the engines had to come to a standstill in order to get up sufficient speed to get over them?—Oh, very often the passengers had to get out and shove it up the hill.

35813. *Chairman.*—Is that fiction or fact?—I was present myself; I was a witness of it. It even appeared in some of the London papers; there were some Englishmen in Skull, and they wrote it all out after they came back—their experiences.

35814. *Mr. Sexton.*—What was the engine doing?—It was so weak and defective——

35815. *Colonel Hutcheson Poë.*—I think that General Hutchinson pointed out that some of those curves have a radius of 2½ chains, or something like that?—They are very sharp curves.

35816. I think that line was capitalised in the first instance, or promoted, at any rate, by Sir John Lubbock?—He practically owned most of the shares.

35817. That was a London Company which bought up the shares that these different light railways issued in return for shares of their own?—Yes.

35818. And with regard to that line and others, the introduction of such a system of finance was very disadvantageous to the district?—Yes; I think so.

The method of financing the line condemned.

35819. With regard to the £57,000 of capital, can you say what proportion of that actually went to the construction of the line—was available for construction purposes?—There was not a penny; it was all spent; the Company had no capital.

35820. I am quite aware of that. My point was this, that of the £57,000 supposed to be subscribed originally a considerable percentage went in legal and promotion expenses?—I could not tell you how much; it was in the hands of the contractors; at any rate, the contractors got £57,000.

The legal and promotion expenses.

35821. From the evidence, I believe that something like 20 per cent. of that capital—that £57,000—went in legal and promotion expenses?—We could never find that out, because the six gentlemen were looking after it and the Grand Jury; the ratepayers had not any conception of how they managed matters; they had not a single word to say in it at the time.

35822. At any rate, between the Grand Jury and the Board of Works who were responsible, the ratepayers have manifestly suffered a very great hardship?—The net loss is £56,963 in twenty-one years.

Amount of the guarantee paid by the ratepayers since the opening of the railway.

35823. That is, after taking into due account the recoupment by the Treasury and the refund from the local taxation account?—We have also the local taxation of £6,000.

35823A. *Mr. Sexton.*—There is also a loss on the working.

35824. *Colonel Hutcheson Poë.*—What is the net loss, after taking into account the large contribution from the Treasury and also the repayment on local taxation account?—The total loss was £86,000; the net loss was £56,963.

35825. And the average baronial guarantee for the five years ending 1905 was nearly 1*s.* 2*d.*?—1*s.* 2*d.* in the £.

Average rate for the baronial guarantee for 5 years ending 1905

35826. Even for the average of five years—taking the larger average—ending 1905—the average levy on the baronies in the one case was 1*s.* 1½*d.*, and in another case, 8½*d.*—a very heavy burden on a comparatively poor district?—Yes.

35827. The capital of the line is divided into £1 shares, is it not?—Yes.

35828. And at present they are at a premium; the dividend was guaranteed, and the price at present is 25*s.*?—I think so.

The shares at present at a small premium.

* See Appendix No. 30.

Nov. 12, 1907.

Mr. Edward Roycroft, J.P., Chairman of the Schull and Skibbereen Light Railway.

Schull and Skibbereen Railway (*continued*):—

Suggested redemption of the Treasury guarantee to afford the baronies relief.

35829. That is 25 per cent. premium; so that if the Treasury would redeem their guarantee, there would be a good lot of money to go towards renewing and repairing the line—improving the line—and anything left after that would go towards the reduction of the capital, and a saving would be effected to the baronies?—Yes, I think so.

35830. You know they can redeem their liability up to the extent of paying 33 years' purchase, and when these shares stand at a comparatively low premium as compared with some of the other lines, some of which stand at 35 and 37 per cent premium, even taking into account the premium at which these shares stand, some relief would be afforded to the baronies?—It would be very much appreciated if we could get relief.

35831. I think under the Act that was read the County Surveyor is empowered from year to year to go over the line, note any case of complaint, and make any suggestions as to what should be done?—He goes twice a year.

35832. And no doubt he has made representations to the County Council?—The County Council had no objection to anything that would be done for the best, the money coming out of the district or otherwise.

The condition of the railway explained to the Irish Government by a deputation in 1905.

35833. Quite so. It is impossible, under the circumstances, that the ratepayers should find any more money to put this line into proper working order. When you spoke of Mr. Bryce, the late Chief Secretary, promising you support, was that in consequence of any representation made to the Irish Government?—A deputation of ratepayers waited upon him and explained the matter to him.

35834. Was his letter previous to that deputation or after?—There was a Committee of Management constituted owing to the defective manner in which the line was built and worked.

Inspection of line by the engineer of the Board of Works in 1905.

35835. What I wanted to get at was, whether you are aware if any representation was made to the Board of Works with regard to the unsatisfactory working of this line?—Yes, there was; they sent down their engineer.

35836. In 1905?—In 1905.

35837. But previous to that, this line has been in the hands of the local authorities for practically seventeen years, has it not?—Yes.

35838. And working at a great loss, and incurring a very heavy levy upon the ratepayers; has no representation during all those years been made until 1905?—I have only been connected with it eight years.

35839. Was any reply sent by the Board of Works subsequently to the report of their engineer?—No.

35840. I suppose they acknowledged it?—They acknowledged the receipt of the letter, and that is all.

Claim made for a Government grant on the same grounds as in the Tralee and Dingle case.

35841. It seems a case where I should have thought the Board of Works would have tried to make some representation to the Government?—Owing to the careful way in which the Committee of Management are trying to work the line, and paying rates, and so on, they spend a good deal of money, to prevent the same disaster occurring as occurred at Camphill, in Kerry. The Kerry people got £23,500 from the Government last year, and we think we ought to get the same.

35842. *Mr. Sexton.*—Is this line liable to the same kind of disaster owing to sharp curves at the bottom of the gradients?—Yes, it is most dangerous. The engineer will be able to explain it better than I can. If we got half the amount that the people in Kerry got, we could make the line all right, I think.

35843. *Colonel Hutcheson Poë.*—Since the line was taken over by the County Council, you have no complaint to make as to the direction or anything of that kind?—No, they are a popular elective body.

35844. The different complaints we have had as to the ratepayers not getting proper representation do not apply?—No.

Examined by Mr. Acworth.

The engines required to work the railway.

35845. How many engines have you?—Four.

35846. I see that the work of the line is apparently done with one engine?—Oh, no; it is not

35847. I mean, one engine starts out in the morning from Skibbereen at 6.40; I presume it is the same engine that goes backwards and forwards, and gets back to Skibbereen at 5.30?—That would not follow, necessarily. They must take them on fair days—the cattle fairs and the pig fairs—the cattle fair would be the day after the pig fair, and we must have second locomotives to pull them backwards and forwards.

35848. You mean you put two on one train?—We have to put two on one train.

35849. I think I am right in what I say. According to the time table, in the winter, at any rate, the ordinary train service seems to be worked by using only one engine?—That is right; we put on the best one we have.

35850. You have got four engines; you said that the line was earning three times what it did at the start?—Yes; there is three times more traffic shown here in the books.

35851. Have you got the figures for the first year?—We have.

35852. I see that it is only earning £3 10*s.* a mile a week now?—The Secretary will read it out.

35853. Is it really a fact that it began by only earning 23*s.* a mile a week?—The passenger receipts for 1888 were £4 12*s.* 2*d.*

35854. Cannot you give us the whole of the receipts for the whole year, so that we can check that figure?

35855. *Mr. Sexton.*—It was £1,600 for the whole year, which is £30 a week average—what is it now?—The traffic now is £2,800.

35856. That is more like double what it used to be?—Yes.

35857. *Mr. Acworth.*—Apparently the first year after it was properly opened it earned £1,600; the next year it was nearly £2,000, and last year I have here, which is 1904, it earned nearly £2,800?—That is right.

35858. You see that is not three times by a long way.

35858A. *Chairman.*—In 1905 it earned £2,826.

35859. *Mr. Acworth.*—Half as much again as it was is more like the fact.

Witness.—I do not think you have 1907 there.

35859A. No. Give us 1906; we cannot get 1907.

Mr. Shanahan.—It is here, in the Board of Works Returns—1906, £1,474 for the first half of 1906.

35860. *Mr. Acworth.*—You see the first year it was opened it was £1,600; the next year it was just on £2,000, so that what we really may say is that it is half as big again, not three times?—The traffic has increased.

35861. I am very glad to hear it, but what surprised me was, I could not think that any line could have earned as little as a third of what it is earning now?—There was a steamer plying from Cork running to the Western ports, which was getting a subsidy from the Congested Districts Board; that has ceased to run, and since it ceased running the traffic has increased upon our line.

35862. I only want to get the facts, as I did not think they were quite straight. Are you satisfied with the service you have got now?—We would be quite satisfied if the line was improved. We have no fault to find except with the defective manner in which the line has been built, and if you could get a grant to improve the line, we should be quite satisfied.

35863. I see a man cannot leave Skull and get to Cork, until three o'clock in the afternoon?—No.

35864. Yes?—On Thursdays he can.

35865. On Thursday he can; is Thursday the Cork market day?—There is a lovely train every Thursday morning, which meets the mails at Skibbereen; you can get to Cork by that train.

35866. I suppose you run three trains in the summer?—Yes.

35867. Do you think two trains a day is enough, or is it that you grudge spending money to run three?—Two, I think, would meet the traffic all right.

35868. You think two is enough?—There would be a lot of tourists going out in the summer, and to facilitate them we run three trains.

35869. But for the local passenger traffic you think two is enough?—I think so. We get the mails there, but owing to the breakdown of the trains we get the mails running side by side with our trains—going empty sometimes, but we were unable to take up the mails, fearing we would not be punctual.

35870. A good horse would go just about as fast?—The weight of the mails would not encumber us much.

35871. You would like to get them, and get a little money by it?—Yes.

35872. *Colonel Hutcheson Poë.*—That very low speed is caused by these gradients and curves?—By the gradients and curves.

35873. If those gradients and curves were lessened we could get on at very much greater speed?—We could go in a quarter of an hour less to Skibbereen.

35874. *Mr. Acworth.*—There is a Board of Trade limit, I suppose, to the speed—what is it, twelve miles an hour?—Yes, twelve miles.

35875. *Colonel Hutcheson Poë.*—It is twelve miles in the country and six miles in the villages. That is under the Act of 1883.

35876. *Mr. Acworth.*—It is all on the road?—On the side of the road.

35877. It is alongside the road all the way?—Yes, there is no partition between it and the road.

35878. And you are restricted to twelve miles an hour maximum speed?—Yes.

35879. If a motor comes alongside, it can go at twenty miles an hour—sometimes thirty, I am told.

Examined by Mr. SEXTON.

35880. Do you consider that as this line is the subject of both local and Treasury guarantees, the Board of Works and the Board of Trade were responsible for seeing you provided with a proper line?—That is what we think.

*35881. You think that both the Board of Works and the Board of Trade signally failed in the discharge of their duties?—Yes, that is so.

35882. Do you infer from that, and ask the Commission to infer from it, that the Government has incurred a special responsibility to the ratepayers of your district?—That is our opinion.

35883. But as they failed to see a proper line provided, they are bound to see that you get a proper line now?—That is our opinion.

35884. Did you ever hear of the contractors before they constructed the line?—Never.

35885. Have you ever heard of them since?—Never. We heard that this man got killed in Australia; he wrote a book before he got there, stating that he took away £23,000.

35886. This contractor turned up in the district and persuaded the Grand Jury?—Yes.

35887. The Grand Jury gave a guarantee?—Yes.

35888. Upon the basis of that guarantee the contractors raised the capital?—Yes.

35889. Then they constructed (shall we say) this line, took the capital, and disappeared?—Yes, that is all.

35890. That is a pretty result of wise and careful Government at the end of the nineteenth century?—That is the result.

35891. The contractors took the whole capital, every penny of it?—There was not one penny left after he had decamped.

35892. Not one penny of the £57,000 was left for any purpose of the line?—Not one penny.

35893. This contractor agreed to give you rails of 60 lbs. to the yard and gave you 45 lbs.?—Yes.

35894. He undertook to find Baltic sleepers and gave you native wood uncreosoted?—Yes.

35895. He undertook to fasten them in a workmanlike manner with proper bolts?—Yes.

35896. He undertook to provide you with rolling-stock?—Yes.

35897. You have had to keep on providing rolling-stock ever since?—Yes.

35898. Turning the wagons into carriages?—Yes.

35899. You have had to build sheds?—Yes.

35900. You have had to build shops?—Yes.

35901. You have had to build even offices and a boardroom?—Yes.

35902. Have you a turntable?—We have had to buy that also.

35903. You had no turntable?—We have bought one since.

35904. The trains had to go on some occasions with the large wheels first?—Yes.

35905. Down these steep gradients, past these sharp curves?—Yes.

35906. Did the Tralee and Dingle accident arise from just such a state of things?—Yes. We have worse curves than Camphill.

35907. And the Government were shamed into providing the money for that; they felt they had to provide it?—Yes, they gave £23,500.

35908. May the same thing happen here if they persist in waiting much longer?—We have careful drivers, and they slow down, but if the brakes give way, they refuse to work.

35909. If you have an engine run large wheels first down a steep gradient with a sharp curve like that at the end of it, if the brakes give way the train would get out of control; you are always in danger?—Yes, that is a fact.

35910. I notice that in the Chief Secretary's letter from Dublin Castle to you—they always write very civil letters from Dublin Castle?—Yes.

35911. He says the Lord Justices think that the auspicious moment has not arrived?—Yes.

35912. Do not you think that if the Government wait much longer for the auspicious moment to arrive there may be an accident first?—It is much better that we should get it beforehand; prevention is better than cure.

35913. What is the explanation—is there any explanation possible of the action of the Board of Works, the County Surveyor, still more, the Board of Trade Inspector? Here is a line badly run, with steep gradients, sharp curves, badly laid rails, too light sleepers—not the right kind of wood, and not fastened properly—defective in every respect—we are told the Board of Trade are limited to inspecting the line for the safety of the public, but do not every one of those things concern the safety of the public?—Certainly, every one of them

35914. Is there any local view, theory or tradition, as to why the Board of Trade sanctioned that line?—They say the contractors gave some palm oil.

35915. If the Board of Trade were liable for an action for damages like a private trader, would they not have to pay to the last penny?—Decidedly.

35916. Why should a Government Department screen themselves behind their immunity?—Because I suppose they are independent of the ratepayers.

35917. You wrote to the Government?—Yes.

35918. That was last January, and the reply was—"The Treasury have, however, so many applications for money grants before them from the South and West of Ireland that it is feared that the application would at this moment have no chance of a favourable reception, and their Excellencies think that the Committee of Management would, in their own interests, be well advised to wait a more auspicious moment." Has that auspicious moment yet arrived?—No.

35919. What do they mean by "an auspicious moment"?—When there are a few persons killed—then will be the time.

35920. They collect a certain revenue from Ireland, and there is a balance of about two millions a year left after paying the cost of Government; what then is the meaning of the auspicious moment that has to be awaited?—I could not tell you, unless it is to wait until some disaster has occurred.

35921. Now do you think it seemly or expedient that matters of this kind should be left to such a succession of incapacities and chances?—I do not think so.

35922. Do you think there ought to be some general authority responsible for supervision of such matters? If this line were worth being made at all, should it not be made without laying an undue burden upon a particular district?—Yes, we agree with that.

35923. Before I finish with you, I just want this Commission—most of whom are Englishmen, anxious to do what they can for Ireland—to understand what sort of district this is that has been placed under this burden by the proceedings of those contractors and the neglect of public departments. Turn to the letter the Secretary wrote to Mr. Bryce in August, 1906. My friend Colonel Hutcheson Poë has pointed out already that the average annual rates in consequence of this railway have been in the East Division of West Carbery 1*s.* 1¾*d.* for the last five years, and in the West Division 8½*d.*?—Yes.

35924. What are the ordinary rates upon these poor districts?—I suppose it would vary from 10*d.* to 1*s.* in the pound. Do you mean the general rate?

35925. Well, take first the railway rate. In addition to the Schull and Skibbereen, they had to pay for the Bantry extension 4½*d.* in the pound?—They paid three guarantees, and some of them never troubled about it.

Nov. 12, 1907

Mr. Edward Roycroft, J.P., Chairman of the Schull and Skibbereen Light Railway.

Schull and Skibbereen Railway (*continued*):—

The danger of a serious accident alleged to be imminent in the present condition of the railway.

The lapses of the Government Departments concerned.

The reply of the Irish Government to the recent application for a grant.

The heavy burden imposed on the districts served by the railway.

* See Appendix No. 30.

Nov. 12, 1907.

Mr. Edward Roycroft, J.P., Chairman of the Schull and Skibbereen Light Railway.

The railway rates paid in the guaranteeing area.

35926. The occupiers are liable for this rate?—Yes.

35927. The occupiers in these Western districts of Cork and Kerry are much worse off than in almost any civilised country?—The rate is only £7 in every holding.

35928. The valuation?—The valuation of £7.

35929. What was the total rate that the ratepayers had to pay last year in the Schull Rural District?—6*s.* 2*d.* in the pound. The occupiers in the Schull Rural District for the year preceding this, 1906, had to pay a rate of 6*s.* 2*d.* in the pound.

Chairman.—That is for everything?

35930. *Mr. Sexton.*—That rate is for everything, and that rate was increased by about a shilling in consequence of this railway?—Yes.

35931. So that a man who had previously to pay 35*s.* (a sum of great importance to him) has now to pay 42*s.* in consequence of this railway?—That is so.

35932. And the Skibbereen Rural District, how much?—7*s.* 11*d.*

35933. No, the Skibbereen Rural District?—6*s.* 2*d.*

35934. And the Skibbereen Urban District, is not that an extremely poor town, one of the poorest towns in Ireland—7*s.* 11*d.* in the pound?—Yes.

35935. And the Bantry Rural District, 4*s.* 6*d.*?—Yes.

35936. When this Commission consider the bearing of these facts, they may be disposed to take some special action in connection with these lines?—I hope so.

Mr. Richard Evans, C.E., examined by the Chairman.

Mr. Richard Evans, C.E., Engineer, Schull and Skibbereen Light Railway.

Schull and Skibbereen Railway:—

The evidence of the previous witness endorsed.

The load hauled by the engines greatly restricted compared with other lines.

35937. Are you the engineer of this line?—Yes.

35938. You have heard the evidence of Mr. Roycroft?—Yes,

35938. Do you agree with the information that he has given us with reference to the trains, the rails, the rolling stock, and other matters which he has referred to?—Yes,

35940. Have you anything to add to what he has said?—No; I have calculated what the engines are able to draw in comparison with another line.

35941. Give that information; that is new information?—I find that our new engine carries very little more than three times the weight of the driving wheel. The driving wheels are twenty tons; she carries very little more than sixty tons, whereas on another line on which I am engaged, the engines will carry twelve or thirteen times the weight of the driving wheels; that is four times more than we carry.

35942. That is in consequence of the gradient?—Yes.

35943. What is the worst gradient?—One in twenty-two.

35944. Is that a long distance?—Some of them are half a mile long; they would be one in twenty-two in parts and one in twenty-five in parts.

35945. Is it true that at the ends of these gradients there are these sharp curves that we have heard of?—Yes, there are some curves at the end of gradients about half a mile long; there is a curve of less than two chains.

35945. It is true that at the ends of these gradients there are these sharp curves that we have heard of and that you referred to?—One in twenty-eight.

35947. That is a very severe gradient?—And the curve at the end of it is two chains fifty-five feet.

35948. Do you mean to say that the Board of Trade inspector passed that without any condition?

35949. *Colonel Hutcheson Poë.*—That is one of the places where he restricted the speed to four miles.

Witness.—They cannot keep the speed down there if they have got a slippery rail; the speed gets more than they want sometimes.

35950. *Chairman.*—Was it the limitation of that gradient?—Four miles.

35951. Where does the limitation commence?—At the top of the gradient.

35952. Did you say that in consequence of slippery rails, and one thing or another, you cannot limit yourself to that speed?—Not always.

35953. Have you had an accident there?—No accident—no.

35954. You have been fortunate?—Very.

The faulty construction of the railway has seriously increased the cost of maintenance.

35955. Do you also agree with Mr. Roycroft that in consequence of the bad construction and the gradients and curves, the cost of maintaining this line is considerably more than it ought to be?—Considerably more.

35956. A considerable saving would be effected if the line was put into proper order, the curves straightened, and the gradients reduced?—No doubt.

No physical difficulties in the way of reducing the gradients.

35957. Is there a physical difficulty in reducing the gradients?—No, there is not. I believe that if, when they were constructing the line, they had spent about £5,000 more, and instead of following the road all the way, had taken it through fields, they could have had a line with easy gradients and curves, and it would not be an inch longer than this.

35958. Have you any estimate of what it would cost to put the line into proper working order?—I have estimated roughly £25,000.

35959. For doing the whole thing?—The whole thing.

35960. And I think we heard from Mr. Roycroft that in the case of the other light railway the grant was £23,500; do you think that was a liberal estimate?—No, I do not; I think it is a very cutting estimate.

35961. A cutting estimate?—Yes.

35962. What do you think; would £30,000 do the whole thing?—I think so.

35963. Could you say that without any reservation?—I can.

35964. £30,000?—£30,000.

35965. Had you not better name a figure that would be more likely to do what you want than a lower one?—Well, the more money we get, the better we can make the line; if we get £10,000 we can improve it considerably; if we get £20,000 we can improve it more. We have got the trouble and the danger.

35966. Do you run mixed trains on that line?—Yes.

35967. Passengers and goods?—Yes.

35968. Then you think that £30,000 judiciously spent on that line would bring it into good working condition?—I do.

35969. And that working expenses would be considerably reduced?—Yes.

35970. The benefit to the district would be great, and the benefit to the ratepayers considerable?—Yes.

35971. That is your view?—Yes.

35972. *Sir Herbert Jekyll.*—Would there be any difficulty in getting the necessary land?—No, it could be got by a Provisional Order.

35973. You would have to get compulsory powers?—Yes.

35974. You think it could be got at a cheap rate?—I think so; land is not of much value.

Examined by Colonel Hutcheson Poë.

35975. I think the loss—the deficit—on working expenses on that line has averaged about £1,000 or £1,200 a year ever since it started?—I do not know.

35976. According to this table, it is so?—Yes.

35977. In some years it was £2,000, but the average is quite £1,100 to £1,200 a year?—Yes.

35978. I take it from the evidence you have given us and from the evidence of the Chairman, a good deal of that loss has been entailed owing to faulty construction, the line having been made with these sharp curves, steep gradients, improperly equipped, and so on?—Yes.

35979. Have you any idea of what the working expenditure would have been under normal circumstances, assuming that the line had been properly constructed in the first instance; as it is now, we will assume that the loss on working expenses is £1,200 a year?—We could save a great deal.

35980. Could you save 30 per cent.?—I think so.

35981. Could you save 40 per cent.?—I think so.

35982. That would be about £500 a year. In other words, for the twenty years that the line has been opened, the barony has been called upon to pay £500 a year, which would have been saved; in twenty years that would amount to £10,000?—Yes.

35983. That would have been saved if the Board of Works had exercised proper supervision?—Yes*.

* See Appendix No. 30

35984. Does not that, in your opinion, constitute some ground—that where manifestly a greatly increased charge has been incurred by the baronies through the neglect of a public department, that the public department should take some steps to make reparation?—I certainly think so.

35985. Would you go so far as to say that if they were to make the recoupment of the £10,000, which you may fairly lay at their doors, if they made that recoupment and gave another £15,000 by way of redemption of their liability, that would put you in possession at once of £25,000?—Yes.

35986. Which would put the line into a proper state of repair?—Yes.

35987. Under such circumstances, that would entail a slightly increased charge on the barony for the whole of the £15,000. I believe your shares stand at a little premium?—I believe so.

35988. If they were not prepared to give any sum as a free gift, but simply to redeem their liability, the present annual charge, it would mean a present sum of £37,000, and if you took £25,000 of that, it would leave £12,000; that would be something like £10,000 worth of stock?—Yes.

35989. Even under such circumstances you would have the whole of your money to put all your line into a proper state of repair?—Yes.

35990. And the increased levy would only be £600 more than you are paying for nothing?—Yes.

35991. I worked that out, and that is what it actually comes to. I assume that in such circumstances you might reasonably anticipate that that extra charge would be recouped by the economy in working and the greater development of traffic in consequence of the better service?—Yes.

35992. That is putting it on the very worst assumption, but if the Government were to make reparation in the way of £10,000 for the loss which they have practically brought upon your shoulders through their own incapacity and neglect, you would practically be called upon to pay nothing extra?—No.

Examined by Mr. Aspinall.

35993. What would be the result of your levelling this line with the amount of money you have spoken of? Could you reduce the gradients very materially?—We could reduce the gradients about 1 in 50.

35994. That would make an enormous difference if you are quite satisfied about that. Under present circumstances, with your gradients of 1 in 25, the resistance due to gravity alone is nearly 90 lbs. to the ton, so that if you make your gradients 1 in 50 you would practically double the traction power of your locomotives?—Yes.

35995. Would you have to purchase much land for the purpose of improving the gradients?—We would have.

35996. Would you have to purchase much for the purpose of improving the curves?—Not very much.

35997. Until you get those curves improved, your present rolling stock cannot do any more work?—You could not haul a heavy load round some of the curves on account of the length of the train.

35998. You are satisfied that you could get a gradient of 1 in 50?—I believe we could.

35999. That would make an enormous improvement?—An enormous improvement. That could have been done very easily except that they have followed the roads so closely all the way.

36000. *Chairman.*—They did that to save money?—To save purchasing land.

Examined by Mr. Acworth.

36001. Mr. Roycroft's evidence was that the capital of the line was £57,000, and he thought that the contractor had gone off with £23,000 out of that?—So he says.

36002. If that were so, the line only cost £34,000?—Yes.

36003. And that included some rolling stock?—Yes.

36004. We may say that the line proper only cost about £30,000?—Yes.

36005. Now you are proposing to spend another £30,000?—Yes.

36006. In other words, you are proposing to throw away the whole of the first £30,000, and rebuild?—No, we would not throw away the whole.

36007. You are proposing to spend as much money as the contractor built the original line for?—As he spent on the line.

36008. That is £2,000 a mile?—Yes.

36009. You are running two trains a day, and your Chairman says that is as much as the traffic requires?—Yes.

36010. Does it seem to you that it is good business?—Well, if you took nothing else than danger——

36011. That is an important road, I suppose, that it runs along?—It is a country road.

36012. You are going to leave that road as it is—you are not going to benefit the road?—Diverge from the road.

36013. You are going to leave the road as it is; you are going to make a better railway, but you are going to leave the road as it is?—Yes.

36014. Supposing you have got £30,000 to spend for the benefit of the country, would you not spend it better in putting the roads in order and working them with some kind of motor traffic and giving up the railway? Supposing you have got £30,000 to spend—got it given you—would it not do more good for the country if you did some other kind of improvement—made a better road and worked motor traction along it?—I have not considered that question.

36015. What I ask you is: having already spent £57,000, is it worth while spending another £30,000 in order to make the railway where you only want to take two trains a day?—I think it is to an extent, because the railway is there and must be run.

36016. I agree, if the railway is there, it is worth while using it; but you say it is so bad that you cannot use it; that is what it comes to?—We can use it, but it is dangerous to use it.

36017. It is so bad that you do not want to use it any more. The point I am on is: is it worth while? would anybody nowadays build a new railway if they knew that the traffic was only going to be enough for two small trains a day—if they knew that it was only going to pay £3 10*s.* a mile a week?—I think as the railway is there——

36018. But it is not. Your point is, that the railway is not there, because you are going to abandon it and make a new railway—spend as much as on the old one?—We should either improve the railway and improve the rolling stock, or else stop running altogether on it.

36019. You have not considered the question of motor traffic in any way?—No.

36020. What is the gradient—1 in 25?—Yes.

36021. You do not call that a bad gradient for road traction?—With a slippery road and a curve at the end.

36022. I mean, for road traction?—The gradients on the country roads are worse than that.

36023. Oh, they are worse than that?—I understood this was on the county road the whole way?—It cuts off some.

36024. It cuts off only a little piece?—About a third altogether.

36025. The scale is not big enough to see it, but it looks as if it was on the road the whole way?—A great part of the way.

Examined by Mr. Sexton.

36026. You cannot say what proportion of the £57,000 was really spent on this line?—I have not calculated it.

36027. I think you can say that whatever part of it was expended on the line was badly expended, that as you have to renew so much, the expenditure would not now be so much additional expenditure as substituted expenditure?—I believe so.

36028. You would have to make seven miles of diversions?—A great many diversions.

36029. Amounting to about seven miles of road?—Yes.

36030. Then you have to replace the road by putting in proper sleepers and proper rails?—Yes.

36031. And equip the line with better rolling stock?—Yes.

Nov. 12, 1907.

Mr. Richard Evans, C.E., Engineer, Schull and Skibbereen Light Railway.

Schull and Skibbereen Railway (*continued*):—

The question of spending a large amount on improving the railway.

Proposal to close the railway and substitute a road motor service for it condemned.

The improvements for which additional capital is required.

Nov. 12, 1907.

Mr. Richard Evans, C.E., Engineer, Schull and Skibbereen Light Railway.

Schull and Skibbereen Railway (*continued*):—

36032. So that it is really an expenditure as new in its nature as if the line had never been made?—As you say, it is a substitution. If there had been £5,000 more spent on the line originally, we would not have to spend any money now upon it.

36033. I heard you say that your estimate was a close estimate; did you measure it on the principle of including everything?—I did.

36034. The rolling stock as well as the line?—Yes.

36035. And you believe that the capital expenditure of that sum would save the administration of this line from the necessity of fresh expenditure of that kind for a great many years to come?—It would reduce the maintenance, reduce the working expenses, and allow the train to run a good deal faster than it does.

The estimate for improvement of line. The district served by the railway capable of considerable development.

36036. Is that district capable of much development?—I can only tell you how it has developed—from 1894 to 1904 it has gone up 20 per cent. I am taking the traffic receipts for June—half-yearly—and it has gone up 50 per cent. from 1894 to the present time.

36037. I think you are entitled, upon the present question, to take the whole period, and I find that in 1888, which I think is the first unbroken year of the line, the receipts were £1,600; they are now about £3,000?—About £3,000.

36038. The receipts though small, are very buoyant?—They are about 50 per cent. more than they were.

36039. Nearly 100 per cent. more than at the beginning.

Mr. Roycroft.—There are four copper mines open, and three more in the course of opening, and it will develop the resources of the country very much there. We have any amount of copper barytes there; there are 300 or 400 miners working there at present.

36040. What use is made of that?—There are about 1,800,000 tons there.

36041. If you develop that you find an export trade?—Yes.

Improvement of line would reduce cost of working and increase the receipts.

36042. It is evident that those receipts might be very greatly increased?—Yes.

36043. You have to be always tinkering at the rolling stock and the rails?—Yes.

36044. All of which would of course cease if the rolling stock was once put in proper working condition?—Yes.

36045. The prospect, therefore, is a considerable development of the traffic receipts, and a large reduction of expenses?—Yes.

36046. In the event of a proper reconstruction of the line?—Yes.

36047. Would it be beyond probability that you might immediately get rid of the loss on working expenses, and after no long period perhaps relieve the barony?—I should say we ought to reduce the working expenses very much, and I expect the traffic would increase, as it has increased, but I could not tell you how much.

Allegation that the present condition of the railway calculated to induce a serious accident.

36048. You have explained that in certain states of weather a train may at any moment escape control upon one of the sidings?—Yes.

36049. No human provision could be made against it?—No.

36050. And you apprehend that the first time that this happens upon one of these slippery gradients and sharp curves you may have a repetition of the Camp Hill accident?—Yes.

36051. You say that as an engineer?—I do.

36052. It is inevitable; it must go over?—It must go over.

36053. In the other case in which General Hutchinson speaks of the line making good the damage after the accident had occurred, do you think they might learn by experience to use the auspicious moment in this case so as to make it sure before the accident?—I think that would be the right time to do it.

36054. *Mr. Acworth.*—Just let me check your figures; I cannot quite make them out. There is an increase of 50 per cent. in the last ten years?—Twenty years.

36055. You said 1894, I think. That is what I have got. It is from £2,200 to £2,900. That is a little over 30 per cent. Am I not right?

36055A. *Chairman.*—Was he not referring to December, that year?

36056. *Mr. Acworth.*—I only want to get the figures right on the notes. I think Mr. Evans' figures were an increase of 50 per cent. since 1894. The figures I have here show about 30.

36056A. *Mr. Sexton.*—What are they for the current year? Perhaps the current year will show a proportionate increase.

36057. *Mr. Acworth.*—You cannot get the current year, because it is not out.

36057A. *Mr. Sexton.*—It is nearly over; they can judge. (*To witness*)—Will the present year be better than the last year?—Yes.

36058. *Colonel Hutcheson Poë.*—1906 was better than 1905.

36058A. *Chairman.*—We only want to clear up one point, about the 50 per cent.

36059. *Mr. Acworth.*—Am I not right in saying that you gave 50 per cent since 1894?—Yes.

36059A. The figure in 1894 was £2,201, the figure last year was something under £2,900—about 30 per cent?—I took June.

36060. You must take the whole year.

36060A. *Chairman.*—Let him correct his figure. You are right about the 30.

Witness.—If you took the whole year; I took the June.

36061. *Chairman.*—Take the two Junes, and see whether you are right then.

Witness.—June, 1896, would be £1,061 receipts.

36061A. *Mr. Acworth.*—The year you gave was 1894.

36062. *Chairman.*—Take the year by which you made it 50 per cent.

Witness.—June, 1894, was £984; June, 1904, was £1,233.

36062A. *Mr. Acworth.*—Take the first complete year, if you like—the first half-year of 1888, the first year it was really working—£736—and it has only grown to £1,061, which is almost exactly 50 per cent.

Examined by Sir Herbert Jekyll.

36063. What is your traffic on this line, passengers and goods; is it mainly passengers or is there a large amount of goods traffic?—A great deal of goods—not very many passengers.

36063A. What is the goods traffic—is there a very heavy mineral traffic?—I do not know much about the traffic.

36064. Is there any fish traffic?—Yes.

36064A. Cattle?—Yes, cattle—live stock.

36065. *Colonel Hutcheson Poë.*—Your tonnage last year of goods carried over the line was 7,000 tons, an increase of 600 tons over the previous year, according to the Board of Trade returns, which corroborates your statement that there is a considerable increase of traffic.

Mr. Patrick M'Carthy examined by the Chairman.

Mr. Patrick M'Carthy, General Manager, Listowel and Ballybunion Railway.

36065A. I think you are the General Manager of the Listowel and Ballybunion Railway?—Yes.

36066. This is the only Lartigue railway in the world?—It is the only one of its kind.

The Listowel and Ballybunion line the only Lartigue railway in the world.

36066A. How long has it been opened?—Twenty years next February.

36067. What is its length?—It is nine and a quarter miles from station to station, with three-quarters of a mile of sidings into a sand-pit.

36068. Has it been successful?—As an experimental line it has been a success.

36069. But not sufficiently successful to warrant its being adopted anywhere else?—Well, the present system is faulty, with the result that it was not adopted anywhere else.

36070. At present the Company is in liquidation, is it not?—Yes, the constructing Company.

36071. What is the capital of the line?—£33,000.

36072. And all subscribed by the public?—No.

36073. Guaranteed?—No, it is more or less private.

36074. There is no ratepayers' guarantee, or anything?—No.

36075. Just name the capital, will you—what is it —£22,000 shares and £11,000 loan capital?—That is so.

36076. Where does the railway run from and to?—From Listowel to Ballybunion—a seaside place.

36077. Is your traffic principally passengers?—General merchandise and passengers principally.

36078. What are the receipts—how much a year—take it for last year, if you like?—I will take 1905.

36079. Yes, what was it in 1905?—£2,348 18*s.* 3*d.*

36080. Gross receipts?—Yes.

36081. What were the passengers?—£1,408.

36082. And the goods?—Goods, £230; minerals, £406.

36083. It is practically a passenger line?—Yes.

36084. *Mr. Acworth.*—I see the receipts in 1906 were worse than in 1905?—Owing to exceptional circumstances there was a small falling off.

36085. *Chairman.*—I see the goods traffic is very small; is that in consequence of the rates charged?—No, the resident population is less than 400; it is purely a summer traffic.

36086. Do you work in winter at all?—We do.

36087. What did you say the length was?—Ten miles.

36088. Is it a district that could be developed in any direction?—As a tourist district it could be very much developed with increased rolling-stock.

36089. Passenger stock?—Passenger stock; and sand traffic also.

36090. That is from the shore for the land?—Yes, both for building purposes and for agricultural purposes.

36091. Where does the building sand come from?—From the sand-pits.

36092. That is where you have this siding?—Yes.

36093. And the sand for agricultural purposes, do you have any of that from the sea?—Yes; both are used for agricultural purposes, but the shore sand is preferred.

36094. Because of the lime in it?—Yes.

36095. Do you think that by this line being supplied with better rolling-stock and goods conveniences any traffic could be developed to benefit the district?—I am sure it could.

36096. In what way would it benefit the district? I can see it would benefit the Lartigue Railway Company, but how would it benefit the district?—By cheaper rates for sand; at present we charge 2*s.* per ton.

36097. For the whole distance?—Yes.

36098. Or for any distance. Is it 2*s.* from the seashore to any distance?—There is a half-way station to which we charge 1*s.* 2*d.* a ton.

36099. You think that if you could carry more there would be more sand sent away?—I am sure there would.

36100. But you cannot find rolling-stock for it?—No.

36101. Because you have no means?—Because we have no means.

36102. That is what you say?—Yes. I would like to point out the increase in the receipts for ten years. In 1895 the gross receipts were £1,994; in 1905 they were £2,348. There is a steady increase every year.

36103. Do you publish any accounts?—They are not published except that they are supplied to the Board of Trade.

36104. Can you tell us what are the working expenses in those two periods?—Yes; for 1905 the working expenses were £2,192.

36105. And the receipts?—£2,348; the working expenses were 93 per cent. of the receipts. In 1895 the gross receipts were £1,994, and working expenses £1,746. That is about 87 per cent. of the receipts.

Mr. Sexton.—Last year.

Mr. Acworth.—102 per cent. last year.

Colonel Hutcheson Poë.—92 per cent. in 1905.

Examined by Mr. Sexton.

36106. This appears to be a question of possible development of the district?—It is.

36107. Is Ballybunion a good natural harbour?—It is.

36108. You have no pier there?—No pier.

36109. It would be a good harbour if you had a pier?—That is the great drawback.

36110. Would there be substantial trade?—Easily. At present there is no means of landing fish at Ballybunion; we see the Manx boats five or six miles off us.

36111. But if you had a pier at Ballybunion you could develop the fishing industry for the markets of Limerick and other towns?—And we should be one day nearer to the English market if we had the fish landed at Ballybunion.

Suggested erection of a pier at Ballybunion to develop the fishing industry.

36112. You mean that if you had a pier fish would get to the British markets a day sooner than now?—Yes; if the hauls could be landed at Ballybunion in the morning the fish could be forwarded to England same day, whereas at present the boats have to return to Fenit in the evening, and the fish is not forwarded until next day.

36113. Are the mineral resources capable of development?—Sand is.

36114. Nothing but sand; no building stone?—Yes, building stone also.

36115. Do you think that the establishment of a motor car service between Ballybunion and Tarbert would stimulate the tourist traffic?—It would; it would supply the missing link between Killarney and Kilkee.

Proposed motor service between Ballybunion and Tarbert.

36116. And connect the existing lines of communication in the south-west?—That is so.

36117. A rail motor would enable you to make better connection with the Great Southern Railway?—Certainly; it would enable us to connect with every train on the Great Southern and Western Railway.

The mineral resources of the district and tourist traffic capable of considerable development.

36118. Although you run five trains a day on your system, you are unable to connect?—With two of the principal trains.

36119. A rail motor would enable you to connect with every train?—It would.

36120. And that would develop the tourist traffic?—It would.

36121. Have you proper facilities for discharging into the Great Southern wagons at Listowel?—The expense of transhipping from our station to the Great Southern and Western is sixpence a ton,

Unsatisfactory train connections at Listowel with Great Southern and Western Railway.

36122. How do you propose to deal with it?—If there was a short siding to enable us to run on, and drop sand from our wagons into the Great Southern and Western wagons.

36123. Your sand-pits would be developed, and you could sell more cheaply to the farmers—at least, the person who sells the sand could?—Yes; at present the cost is about 5*s.* 9*d.* per ton at Newcastle West. If you could deliver there at 4*s.* 6*d.* you could increase it.

Transhipment changes at Listowel might be obviated by the provision of a siding.

36124. And probably substitute Irish sand for foreign manure, to some extent?—Yes.

36125. Have you through rates for passengers and goods to the Great Southern?—No through rates for goods, but we have for passengers week-end tickets and tourist and excursion bookings.

36126. Through bookings for passengers, but none for goods of any kind?—No.

36127. Why is that; is it for want of physical connection?—My Company are not parties to the Clearing House, and there would be a little more expense; the clearing expenses would be more, and so on.

36128. You have, as I know, a very beautiful and healthful watering place, and you have a district capable of being developed; and if you had a little more money, and better facilities, you would be able to improve the district, and get on very well?—I am quite sure of it.

A financial strengthening of the company necessary to enable justice to be done to the district.

Examined by Mr. Acworth.

36129. Clearing House or no Clearing House, any member of the public might take steps to compel you to give a through rate, you know?—Yes.

The question of through rates.

36130. Nobody has ever tried?—No.

36131. You spoke about saving a day by going to Ballybunion instead of going all the way back to Fenit, but they can go at present to Kilrush, cannot they?—They do not land in Kilrush except in the immediate fishing; the Manx boats do not go as far as Kilrush at all.

36132. Do they fish at Ballybunion?—They do; it is the best fishing.

36133. And they do not go up to Kilrush. They prefer to go back to Fenit?—Yes.

36134. And you think if you had a connection they would come to Ballybunion pier?—Certainly.

The provision of a pier at Ballybunion.

Nov. 12, 1907.

Mr. Patrick M'Carthy, General Manager, Listowel and Ballybunion Railway.

36135. You are proposing an expenditure of some £3,000 on rolling stock, and a certain amount for this siding, and then you would still remain separate from all the railways in the country?—The system would be different, of course.

36136. Your railway is twenty years old?—Yes.

36137. I suppose you have not spent very much money on maintaining it—not more than you could help?—The rolling stock is well maintained.

36138. But how about the road?—The road is in very good repair also.

36139. Is the actual physical structure as good as ever?—The trestles require renewing; that has been a heavy item of expenditure for the last three years.

36140. I think you said the system had not been altogether a success?—I said it was a success as an experiment, undoubtedly.

36141. Suppose that anybody was going to make a railway from Listowel to Ballybunion, you would not recommend them to make a Lartigue?—I am not in favour of light railways of any kind.

Proposed construction of a broad gauge branch of the Great Southern and Western Railway to Ballybunion instead of the existing "Lartigue" line.

36142. Which would you recommend, an ordinary broad-gauge branch on which the Great Southern trucks could run down?—Yes.

36143. Do you think it is worth while anybody spending a good lot of money on this system; would it not be better in the public interest to sweep it away and replace it by an ordinary broad-gauge branch of the Great Southern?—The public would be in favour of that proposal.

36144. The shareholders of the Company, naturally, do not want to lose all their money; I quite understand that. But you must agree with me that the public interest, if money is to be spent, would be to make an ordinary railway?—Yes, that would be so.

Examined by Mr. Aspinall.

"Lartigue" system, cost of working.

36145. Is there any economy in the operation of this sort of railway as distinguished from another?—In the first cost?

36146. No, in operating it?—No, there is not any saving; but I might say that the expense of working is 1*s.* 10¾*d.* per train mile; we run 23,000 train miles every year. It earns £48 a week, or £4 11*s.* 2*d.* a mile a week, and that is principally earned in three months.

Locomotive haulage power.

36147. You do not carry more than an ordinary tramcar would carry, do you?—160 passengers in each train.

36148. Can you take as many as that?—Yes; with three engines we carry 460.

36149. Do you really, in practice, take a train that seats 160 passengers with one engine?—Yes, and that up a gradient of 1 in 47.

Examined by Colonel Hutcheson Poë.

The high rate charged for sand due to the scarcity of rolling stock.

36150. I see you state in your proof that you cannot reduce the cost of carriage of sand. Is that because you have not sufficient rolling stock?—That is so.

36151. The rate you say is two shillings a ton?—It is.

36152. Excluding terminals; I suppose you have terminal charges?—The cost of carting is sixpence a ton.

36153. If you exclude the sixpence terminal charges, that works out at twopence a mile for nine miles—a very heavy rate for sand?—That is twopence a mile.

36154. We had evidence yesterday that on the Timoleague and Courtmacsherry line they carry sand at a halfpenny a mile?—I do not believe in working at a loss.

36155. I see by the Board of Trade returns you are fairly well supplied with wagons?—Yes, we have twenty sand wagons.

36156. Of what capacity are they?—Three tons.

36157. That is sixty tons?—Yes.

36158. You have 3,600 tons of minerals—principally sand—and you think it could be trebled if you had better provision of rolling stock, but surely the cost of providing double that quantity of rolling stock, in the shape of sand wagons, would not be a heavy one?—We want an additional engine as well.

£5,000 required to equip the line

36159. And that would be a heavy item?—£5,000 would fully equip the line.

36160. Part of this capital is found by private individuals?—It is.

36161. Are the people in the district interested in the line as regards its capital?—Only one, who put £200 in; that is the only local money in it.

36162. The whole of the rest of the capital is from outside the district?—Yes.

36163. I suppose those people, seeing that they get nothing on the ordinary shares, are not prepared to come forward and put their hands in their pockets to do any more?—I do not expect them to.

36164. If it was so largely in the interest of Ballybunion, which I take it from that little pamphlet, is a rising, fashionable seaside resort, you would have thought the local people would come forward and contribute the small amount of capital that is required for a supply of rolling stock?—You cannot get local people to invest.

36165. You say that the sand traffic, to speak of nothing else, would be trebled, and of course that would bring its own profit in return; but leaving that point, you speak of Ballybunion being a good harbour. I do not know anything about it, but looking at the map it looks like an open roadstead?—It is open, but there is a good natural foundation for a pier.

36166. Have you gone into the question at all of what amount of money would be involved in making a pier suitable for the work of the fishermen?—Yes, we had an estimate from a competent engineer that £7,000 would make a very suitable pier.

36167. That is a large sum of money. You know that local authorities have power under the Act of 1898 to contribute towards such works?—Yes, the County Councils, I am sure, would contribute something.

36168. And I suppose you have a District Council in Ballybunion?—No, Listowel is the District Council.

36169. You have no District Council at Ballybunion?—No.

36170. Has any suggestion for the improvement of the harbour been put before the District Council or the County Council?—Yes, it has been, but the District Council is so overtaxed in the way of railways that the ratepayers are not disposed to give any further guarantees.

36171. *Mr. Sexton.*—County Kerry has been very heavily hit?—Very heavily.

36172. *Colonel Hutcheson Poë.*—You speak of the importance of establishing a motor service from Ballybunion to Tarbert?—Yes, it would, if boats were put on between Ballybunion and Kilrush. Of course the pier would not be a through service.

36173. You say a motor service along the coast from Ballybunion to Tarbert would be attended with success?—It would, no doubt, because the tourists would turn again and travel all round.

36174. You are aware that there was a coach service initiated under the Act of 1896 from Listowel to Tarbert, but after seven years it was found so unremunerative that they had to stop it; do you think that the direction in which that service was established was the wrong direction?—It was the wrong direction; it was a great mistake.

36175. Who was responsible for the direction of that coach service; who put it in that particular locality?—In the first place, I suppose, some local people of influence, and in the next place, the Board of Works.

36176. It came there, I suppose, on the representation of the people of the locality through the Board of Works?—I expect so.

36177. I believe of six or seven services of a similar kind established at that time everyone of them came to grief—every one of them practically found that they could not pay their working costs much less make a profit?—It appeared to be so considered.

36178. That is the point on which I wanted to ask your opinion. Do you think that the ill-success which attended nearly all those efforts was largely due to their not having been rightly directed, in the first instance, and to the want of—I will not say care, but of sufficient investigation as to the best localities for putting these services in?—I fear that is a fact. In the next place, they were too expensively worked—the equipment was too expensive.

36179. At any rate, given a service in a proper district, you think there is a fair prospect of its being attended with success?—I do, because the most interesting part of the Shannon would be seen

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Mr. Patrick M'Carthy, General Manager, Listowel and Ballybunion Railway.

Examined by Mr. SEXTON.

36180. You say that the difficulty in districts such as yours requiring development, of which there are so many in Ireland, is that you cannot interest existing companies unless they see their way to immediate profit?—No.

36181. And an isolated district can bring no effectual pressure to bear upon the Treasury?—No; we have no influence in our district.

36182. That is because you have been left to fend for yourselves?—Yes.

36183. Is that in the interest of the country. All such districts taken together make up a great part of the country, but, acting separately, they are helpless. Do you say that if the Irish lines were administered by the public as a united system that would be the most likely way of creating the surplus funds by which the resources of a district such as yours might be developed?—I have no desire to go into the general subject, but if you ask me, I believe that the amalgamation would be necessary.

36184. I put it in this way: suppose it was made plain that the purchase of the lines in general by an authority responsible to the public of Ireland would result in a large surplus by the substitution of public credit for the present securities, and also a great saving by combined working as against the present systems?—I have no doubt it would.

State purchase of the Irish Railways and control by a public authority recommended.

36185. Do you think that the advantage secured to Ireland by that means would secure great benefits no matter what system you might have?—Yes, under existing circumstances the duplication is too great, and there would be an enormous saving, I believe.

36186. Whatever system gave Ireland means to reduce the rates and perfect the transit system ought to be adopted?—And it would be better for the country.

36187. *Mr. Acworth.*—May I just understand that—£7,000 for the pier—would that give railway connection right on to the pier?—It would.

36188. That was in the estimate?—Yes.

36189. That was taking your railway on to the pier?—Yes.

Estimated cost of a pier at Ballybunion, and a railway connection.

36190. *Sir Herbert Jekyll.*—My recollection is that the railway stops at the top of the hill?—It does.

36191. Would not it be a difficult thing to get trains to the pier?—I have already plans prepared for the pier.

36192. *Mr. Acworth.*—Is the extension of that railway included in the £7,000?—It is.

Mr. JAMES O'BOYLE examined by the CHAIRMAN.

Mr James O'Boyle, Trader, Killala, Co. Mayo.

36193. Mr. O'Boyle, where do you live?—At Tonroe, near Killala.

36194. Are you in business there?—I do farming and a little business, but not on a very large scale.

36195. Do you hold any public office?—No.

36196. What railway serves your district?—The Midland Great Western.

36197. And you have dealings with that Company?—Yes.

36198. Are they of a satisfactory character?—I would not say that they are.

36199. Have you any particular complaints with regard to traffic that you have had on that railway?—Yes.

36200. Just tell us briefly what you have to complain of?—One thing is the high charge for sending cattle to shows. For instance, in April, 1905, I sent a bull to the Royal Dublin Society's Show at Ballsbridge; I sent it by passenger train, and that beast was taken as far as Mullingar, where the truck was taken off. I had paid 25 per cent. extra to get the beast carried by passenger train, but the truck was taken off at Mullingar and did not reach Ballsbridge until seven o'clock in the evening, instead of being there at three o'clock. I do not think that that was fair treatment.

36201. Although you paid the full rate?—I paid 25 per cent. extra for it to go by passenger train.

36202. And you expected the cattle to go through by that train?—I expected it when I was promised it.

36203. And had paid for it?—And had paid for it. And they charged me for a single beast 36*s.*, which I consider too much.

36204. *Mr. Sexton.*—Did the delay defeat your purpose in sending the animal to the Show?—If it had been a few minutes later the Show-gates would have been closed, as under the rules the cattle have to be in at dusk.

36205. *Chairman.*—At any rate, it just escaped being shut out?—Exactly.

36206. If it had been shut out the journey would have been useless?—It would have been.

36207. That is one complaint; have you any other?—In January, 1906, I ordered plough fittings in Wexford; they were sent off in time, and handed over to the Midland Great Western Company on 26th January, but they never turned them up to me. We kept writing and writing, and it was not until after I had been to a solicitor and he had served them with notice that the Company paid for them.

36208. Why did they refuse the claim in the first instance, seeing that you did not get the goods at all?—At first they said they knew nothing about them; they laid it on to the other company.

36209. Which was that?—The Dublin, Wicklow, and Wexford Railway. But that Company proved delivery, and after about six months, when I had threatened to sue them, they paid. Then there was another case.

36210. Was that in January, 1906?—Yes, January, 1906.

36211. When was the next?—In July, 1906.

Complaint as to damage to goods in transit over Midland Great Western Railway.

36212. The same year?—Yes. I got a mowing machine. These mowing machines are packed in crates and shipped across from America to North Wall. It was taken over by the Midland Great Western Railway, and when I opened the crate several of the parts were broken. Of course I could not tell whether they were broken or not until I had got the case home and opened it. But, unfortunately, I had signed for it, and the Company said they would not allow anything for it.

Repudiation of liability by the railway company.

36213. You made a claim?—I did.

36214. And you got no satisfaction?—It was refused, as usual.

36215. Have you the correspondence with you?—No; I did not take note of the correspondence; I did not know this Commission was going to sit.

Delays to show cattle in transit between Killala and Galway.

36216. What is the next case?—In July, 1906, I sent two beasts to the Galway Show. I ordered a "P" wagon a week before the show, and made several journeys to see if it was in the station; they would not promise it, but said that I might go down in the evening and see if they had got it. It was the evening before the show that the wagon came, and the cattle went into it, and were very nearly too late for the show, because they did not leave Killala until the last train, whereas they should have gone out by the first passenger train, about 7.30 in the morning.

36217. What train did it go by—in the evening?—1.20, which gets into Galway at 8 or 9 o'clock in the evening. For that they charged me 35*s.* Then the same Company took them on the 18th July in Galway at about 7 o'clock, and they did not arrive in Killala until about 5 o'clock the next evening, although they were sent by passenger train. I could not find out where they had kept them or what they had done with them.

36218. What was the time of the journey?—They were loaded on 18th July at about 7 o'clock in the evening, and they did not reach Killala until 5 o'clock in the evening of July 19.

36219. About twenty-two hours?—Yes, and the cattle were fasting all that time. I did not think it was good enough. Besides, they were a pure-bred bull and a pure-bred heifer. I do not think it was very fair treatment.

36220. And the rate paid was for passenger train?—Yes.

Company's inattention to complaint.

36221. Did you take that matter up with the railway company?—The railway company never heeded me at all.

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Mr. James O'Boyle, Trader, Killala, Co. Mayo.

Complaints against the Midland Great Western Railway Company:—

Excessive charge for cattle from Killala to Ballinasloe.

Failure of company to convey a consignment of cattle for Killala beyond Ballina.

36222. Now give us another case?—In September I sent the very same beasts to the Ballinasloe Show, which is thirty or forty miles nearer than Galway, and the Railway Company charged me £2 1*s.*, whereas they only charged 35*s.* to Galway, thirty or forty miles further away. Returning on the evening of September 29, the Company had booked them, and contracted to carry them to Killala, but when they came to Ballina they refused to carry them any further. It was Saturday night, and there was no train supposed to go down until 10 o'clock on Monday. I could not leave the cattle standing there and fasting all that time, so I had to take them out at 11 o'clock at night and walk them home, and it was 5 o'clock in the morning when they reached home.

36223. You had to drive them?—Yes.

36224. From Ballina?—About twelve miles.

36225. Because there was no train?—Because there was no train. There was a special train going to Killala from Ballina on the night of September 29, and the station-master said he would get them on it. I told him to be sure and keep the train, and he said he would, and made every promise. Then when the train with my cattle was coming in he let the other special go away to Killala.

36226. Before you?—One train was up to the other—there was not three minutes between them. His excuse was that he forgot all about it. I had a ticket for Killala; the Company's servants collected that ticket, although I was entitled to use it any time within a month, and they refused to give it back to me. I wrote to the Manager about it, and explained matters; I could not get any satisfaction about the cattle, but he returned me the price of the ticket a week or ten days after, when there had been a considerable amount of writing.

36227. *Mr. Sexton.*—Your own ticket?—Yes.

36228. But nothing for the freight of the cattle?—Absolutely nothing. And I do not understand why they should charge 6*s.* more to Ballinasloe than to Galway, which is thirty miles further. Besides that, the 1.20 train that leaves Killala is a goods train, and they charge the 25 per cent. extra for passenger train on cattle which goes by that train.

The company alleged to have charged passenger train rate for cattle conveyed by goods train.

36229. *Chairman.*—You mean to say they charged passenger train rate, although the traffic was carried by a goods train?—Yes. It is the only goods train.

36230. And you think that you ought not to be charged that 25 per cent. extra?—I do not mind paying it by the 7.30 in the morning, by the passenger train, but when it is a goods train I do not think they ought to charge it.

36231. Of course you have represented that to the Railway Company?—It is no use representing it.

36232. But have you done it?—Yes, but it is no use unless some public body takes it up.

Delay of oats from Killala to Ballina.

36233. What is your next case?—On October 2, 1907, I sent oats to Killala Station to be sent to Ballina. I happened to go to Ballina three or four days after, and the man to whom I sent the oats asked me where they were; he said to me, "Where are the oats? You promised to send them, and you have not done so." "That is false," I said. He sent down to the station several times, and at last I heard that the oats were at Ballyvarra Station, which is two stations further up the line.

36234. The consignment had been sent to the wrong station?—That was not my fault; I consigned it all right, but the man did not get the consignment until October 7. That was a serious disappointment.

36235. And the oats were sent away on the 3rd October, 1907?—Yes, and he did not receive them until the 7th, for a short distance of nine miles. That is not good enough either.

36236. Of course. But is not the explanation that it was sent in mistake to the wrong station?—I do not know how they did it.

36237. What station did you find them at?—They were at Ballyvarra.

36238. *Mr. Sexton.*—Eventually, after five days, the oats were delivered at the proper place?—No doubt.

36239. *Chairman.*—You asked for an explanation of the delay in transit, did you not?—There was nothing with respect to the station-master at Killala; he sent them out in the usual way; he showed me that everything was properly done on his part.

36240. They were properly consigned?—Yes; the stationmaster at Killala did his part; there cannot be one word said against him; he did everything all right. Then, there is another thing. The people in Killala complain very much about the accommodation of trains. During the Exhibition in Dublin this year the railway company ran excursions; the ticket would be issued on a Monday, you would reach Dublin at about 3 o'clock in the afternoon, and in order to get home you would have to leave Dublin at 9.15 on Tuesday morning.

36241. That is to say, if they wanted to get home the same day?—They had to get home unless the tickets were extended.

36242. I do not know that there is any injustice in that?—But that is rather a short time; they could very well make the tickets available for the third day; that is what the people are all thinking.

36243. Do you know what fare was charged?—7*s.* 6*d.*

36244. For the return ticket?—Yes.

36245. With admission to the Exhibition?—No; you paid extra for admission to the Exhibition.

36246. *Colonel Hutcheson Poë.*—What is the ordinary fare?—27*s.* 3*d.*, return.

36247. *Chairman.*—So that it was rather a cheap rate?—It was cheap, no doubt, but the people expected they would get the other day.

36248. At any rate, the Exhibition is over now, so that cannot be altered?—Certainly not. Then there is another thing that would accommodate the people very much. The train that leaves Dublin at 4.15 in the evening only runs as far as Ballina. It would be a great convenience if it was run on to Killala.

36249. *Colonel Hutcheson Poë.*—At what time does it get down there?—At various times; it is often an hour or half an hour late.

36250. But what is the time in the time table?—About 10.30, I think; but I am not sure about that.

36251. *Chairman.*—Have you any other cause of complaint?—In 1904 I ordered a plough from Messrs. Pierce and Company, of Wexford, and when the plough arrived in Killala a part of it was broken, and the railway company would not pay for it. I had to get another plough for the man who was going to have this one, and it delayed him a week or so. It was not until three months after, when I threatened them with the law, and put the matter into a solicitor's hands, that they paid for it. If the plough had been handled properly by the Company's servants the breakage would not have happened.

36252. You did get paid for it?—Yes, after a time. Then, on April 15, last I sent a pure-bred heifer to the Dublin Show by the train leaving Killala at 7.30 or 7.35 in the morning, and I paid 25 per cent. extra for it to go by passenger train. The station-master told me that it would get into Ballsbridge about 3 o'clock in the afternoon, but it did not get there until 7 o'clock in the evening, in a mixed Southern and Midland train. When it got there, and was being taken out of the truck, the auctioneer's agent said it was to be taken back again, as it was not consigned there at all, but to North Wall. I happened to come up at the time they were taking the heifer back again. I asked the agent about it, and he said that the heifer was consigned to North Wall, whereas the consignment was signed plainly "Ballsbridge, *via* North Wall." Had I not been there it would have been sent back again, and would have missed the sale. The railway company's agent said it was to be brought back again to North Wall.

36253. But you got it in all right?—Yes, but if I had not been there it would have been sent back to North Wall.

36254. I suppose that someone had misread the consignment note?—It was there as clear as two and two make four.

36255. *Mr. Sexton.*—*Via* North Wall?—Yes.

36256. To Ballsbridge?—Yes, as plain as anything could be. The excuse for its having arrived so late was that an engine broke down or it would have been earlier.

36257. *Chairman.*—That may have been a legitimate excuse?—We do not know that; we cannot tell that.

36258. Then, with regard to small parcels; what have you to say on that matter?—Parcels weighing about 24 lbs. I can get ordered in London and they will be left in Killala for a charge of 2*s.*

36259. By parcels post?—No, by train; whereas if I get a similar parcel sent from the Broadstone Station, in Dublin, it will cost 1*s.* 10*d.* I do not see how it comes in.

36260. For the same weight and the same article?—Yes; there is only 2*d.* difference.

36261. 2*s.* from London?—Yes, and 1*s.* 10*d.* from Dublin.

36262. That does seem strange?—I do not understand it.

36263. *Mr. Sexton.*—It tends to develop the trade from England and to diminish the trade of Ireland?—Undoubtedly. Then, in regard to getting plough fittings from Wexford, I can get them as cheaply from Bedford or London as from Wexford to Killala. Moreover, if there are any misfits or broken parts, there are no through rates back to Wexford, although they have a through rate from Wexford to Killala, but not back from Killala to Wexford.

36264. *Chairman.*—Surely there must be some mistake about that. Are not the rates available either way. You say they are available only in one direction?—In one direction.

36265. And not the other?—There is a through rate to Killala, but if you send the goods back you have to book them to Dublin, and they have to be booked again in Dublin.

36625A. *Chairman.*—But we have been told that the rates are between places.

Mr. Tatlow.—That is the case on our line; they are always between places, and apply in both directions.

36266. *Mr. Sexton.*—Are there two lines in this case?—Yes. I ordered the goods from a man who has a through rate from Wexford to Killala, but if I have any broken parts, or want to send the goods back to him, I have to book them to Dublin first and pay on them, and then they have to be booked again in Dublin and sent down.

36267. *Colonel Hutcheson Poë.*—You pay two local rates instead of one through rate?—Yes.

Mr. Tatlow.—There must be some mistake; that cannot be. The rates apply in both directions.

Witness.—I inquired into that.

Mr. Tatlow.—Did you ever write about it?

Witness.—The stationmaster had all particulars.

36268. *Chairman.*—With regard to cattle rates from your district to Dublin or Liverpool; do you find that they are too high to cultivate trade?—They are; that is what I think. For instance, they can ship from Ballina to Glasgow or Liverpool, and they can get them about 8*s.* a head; but if they send odd cattle—and there are a lot of poor people there who cannot all afford to have wagons or even half-wagons—they have to send them by North Wall, and it will cost them something like 33*s.* a head.

36269. To where?—To either Glasgow or Liverpool, whereas if you had regular shipments they could get them there for 8*s.*

36270. I do not see the point. What do you complain of?—When a man wants to send odd cattle to Liverpool or Glasgow *via* North Wall, he knows that it will cost him 25*s.* a head rate to Dublin, and then about 8*s.* across from Dublin.

36271. That is 33*s.*?—Yes, and that is very high.

36272. You think that the rate operates against cattle being sent that way?—I think so. Then Ballina is a good market town—as good as there is in the West of Ireland. A lot of people come from the Killala direction, from a very poor country, and if it happens to be a week-day other than Monday they have to pay 15*d.* for a return ticket.

36273. That is third-class, return?—Yes, but on a Monday they get it for 10*d.*

36274. That is a market ticket?—Yes. I consider that 10*d.* ought to be enough any day for such a short distance.

36275. What is the distance?—About nine English miles; it is six by road. The people in the district are very poor, and they sell their fish and so on in the market town. Then the sanitary arrangements on the Midland are very bad. I remember, on December 13 last year, there was a fair in Ballina, and the train was late, as usual; the train was due at 4.5, but it did not leave until 4.45, when it was quite dark. But they would not accommodate the people in the third class carriages with lights, although they had lights in the first and second class carriages, where there were no people travelling.

36276. Surely that is not a general thing; that must be exceptional?—They ought not to do it. I think lately they have been a little more particular, but it is only a little. I remarked the other night that they had put lights in the carriages, but they many a time overlooked the thing.

36277. I suppose they are oil lamps?—Yes, some of them, but not all; some of them are gas. Then I think they ought to cushion the third class carriages like they do on other railways in Ireland.

Suggested improvement of the Midland Great Western Railway's third-class carriages.

36278. I suppose that the Midland, in all the new third class carriages they build, do provide cushions?—They have none with cushions, as far as I know.

36279. I am asking whether they do provide them in the new carriages?—Not in the new ones I have seen; they are very uncomfortable to travel in, especially long distances.

36280. Looking generally at your evidence, you are of opinion that lower passenger rates and lower rates for goods would be of great advantage to the district in which you live?—Undoubtedly.

Irish railway rates and fares generally too high.

36281. But the rates charged on the Midland Great Western are not out of proportion to those charged on other lines in Ireland, are they?—I do not know.

36282. The figures you have given us as to fares seem to be based on a similar scale to the fares on other lines?—Very probably.

36283. But you blame the scale; you complain that the whole scale of railway fares and rates in Ireland is too high?—Especially on the Midland, I think. I do not know the rates on the other lines.

36284. Because you do business with the Midland?—Yes.

36285. Have you considered whether it would be advisable to have amalgamation of these railways?—Either amalgamation or State purchase.

State purchase of the railways, and control by an Irish authority recommended.

36286. Which would you prefer?—State purchase, I think.

36287. And managed by an Irish authority?—I should not care what authority it was; if it was a proper honest authority I should not care where it came from. Let Irishmen do it by all means, if you get the right people.

36288. Do you think that if there were State ownership and management by an Irish authority, many of these complaints which you have laid before us would disappear?—I think so.

36289. That is your view?—Yes, that is my opinion, seeing how the Post Office is carried on; everybody seems to be satisfied with that.

Examined by Colonel Hutcheson Poë.

36290. With regard to these plough fittings on January 2nd and subsequently: your experience of the working of the Midland Railway has not been very favourable?—No.

Alleged inattention of the Midland Great Western Railway company to complaints.

36291. The evidence we have had with regard to that particular railway has been rather in the contrary direction. While traders have complained that the rates were high, they have generally said that the railway did its best in the interests of the district which it served, both as regards facilities and as regards attending to any complaints which were put before them. I gather from your evidence that that has not been your experience?—No, it has not. I do not understand why, if a parcel weighing 24 lbs. can be brought from London and delivered in Killala for 2*s.*, the railway company should charge 1*s.* 10*d.* for the same parcel from Broadstone Station in Dublin.

36292. I was not touching on that point; I was referring to your experience of the treatment accorded you by the railway company?—Exactly.

36293. According to your evidence it has not been very satisfactory?—No.

36294. Are you giving now solely your own views, or are you representing other people in your district in regard to these complaints and the inattention they have received at the hands of the railway company?—In particular about myself.

36295. My point is that the evidence we have had with regard to the Midland Company is that they have been exceptionally courteous—perhaps more so than other companies?—I do not know about the treatment of other companies.

36296. The evidence shows that they have been exceptional as regards their treatment of complaints. Traders have generally expressed themselves as satisfied with the facilities afforded by the company

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within their powers, though they have complained that they would like better facilities and lower rates. I am now on the subject of inattention to your particular complaints?—Yes.

36297. *Chairman.*—I understand that Mr. O'Boyle is making personal complaints, and is not representing anybody else?—Exactly.

36298. You are not speaking on behalf of others in the district?—No.

The traffic from Killala to Wexford unimportant.

36299. *Colonel Hutcheson Poë.*—About there being through rates from Wexford to Killala, but not from Killala to Wexford. Have you any traffic going from Killala to Wexford?—Sometimes I do have—misfits and things. But the stationmaster told me that I could not book them through, that they had no through rates at all.

36300. That is traffic which has been received in the first instance from Wexford, and you are sending it back because there is something wrong with it?—Exactly.

36301. Have you, as a matter of fact, any export trade, if I may so describe it?—No.

36302. Probably that would be the answer the rail way company would give, that with the exception of articles which you receive from Wexford, and which, for some cause or another you are obliged to send back, there is no through traffic going from Killala to Wexford?—I suppose that if there was a lot of stuff you might get through rates.

36303. That is what I wish to point out to you—that probably that would be the answer of the railway company?—But the stationmaster says that they have no through rates.

36304. Because they have no traffic to deal with, except these occasional misfits?—Yes.

36305. How do you account for the fact that they never seem to run these trains beyond Ballina, which is only nine miles short of Killala?—There are only two trains per day into Killala and two out, except on Mondays, when there is a special at 11 o'clock.

36306. What are the times of those trains?—7.30 and 1.20, and in the other direction about 10.15 and 4.25 or 4.30.

36307. *Chairman.*—Is there no train after 1.20?—No.

36308. *Colonel Hutcheson Poë.*—And is that 1.20 train in connection with the Dublin train?—It is in connection with the limited mail from Ballina to Dublin.

Defective train service between Ballina and Killala.

36309. A traveller coming from Dublin to Killala, *via* Ballina, would he be able to get to Killala by that 1.20 train, supposing he left Dublin in the morning?—At 7 o'clock. He would get to Killala on a Monday about half-past twelve. But if he came on a Tuesday, or any other week-day than Monday, he would have to remain in Ballina until 4.15 or perhaps 4.30, before he could get to Killala.

36310. But I thought you said just now there were only two trains leaving Ballina for Killala, one at 7.30 and the other at 1.20?—Except on Monday, when there is one at 11 o'clock, and waits for the limited mail.

36311. *Chairman.*—That is every Monday?—Yes.

Inconvenience to passengers from Dublin.

36312. *Colonel Hutcheson Poë.*—On other days you mean to say that a traveller coming from Dublin to Killala has practically to wait the night at Ballina?—If he leaves in the 9.15 he gets into Ballina about 4.30 in the evening.

36313. He has to wait all night there?—Leaving Dublin in the morning he gets to Ballina about 4.30; there is a train which only goes to Ballina, and it would be a great convenience to the people of Killala if that train could be run down to them; it is only 9 miles.

Suggested improvement of service.

36314. That is your point—that that train might, with great advantage to your district, be extended to your place?—Yes.

36315. Have you made any representations to the railway company to that effect?—I do not think they have.

36316. If you do not put your grievance before them you can hardly expect the railway company to know that it exists or that there is a section of the people who wish to avail themselves of the train?—You cannot have public boards always passing resolutions.

Railway company not approached on subject.

36317. As far as you know, the people have not represented the matter to see if the railway company could give them a better connection?—I do not know.

36318. I think you complained that you had to pay the extra 25 per cent. passenger train rate for sending cattle from Ballina to Galway although it went by goods train?—Yes.

36319. Have you ever represented that matter to the railway company?—I have spoken to their servants about it.

36320. But have you written to the secretary or manager of the company?—No.

36321. I should have thought that in a case of that kind it would have been better to write to the head, to the general manager?—Exactly.

36322 But that you have not done?—No.

Examined by Mr. Sexton.

36323. How long have you been in trade in Killala?—For 10 or 12 years; I have lived there all the time.

36324. How long has that line been made from Ballina to Killala?—15 or 16 years, I should think.

36325. All the time you have been in trade?—It was made before I was in trade.

36326 It was there when you began to trade?—Yes.

36327. I notice that your complaints cover a period of only 2½ years?—That is because I did not go further back to collect them. We never thought that the Railway Commission was going to sit.

36328. Did these causes of complaint begin to operate 2½ years ago, or do they extend over the whole period of your experience?—They occurred on those very dates, and there were reasons for complaint before that.

36329. I mean if you could now go back over the whole period you have been in trade would you have complaints over the whole period?—Yes.

36330. As many?—For the whole period since I began.

36331. As many proportionately?—I do not think I had so many as lately.

36332. Are there many traders in Killala?—There are not many like that.

36333. Do you know Ballina, too?—Yes, well.

36334. Do you have intercourse with the traders there?—Yes.

36335. Are your causes of complaint peculiar, or do they extend to other people?—They only extend to myself.

36336. I know; but what is your view: do you think that your causes of complaint are peculiar, or do other people suffer from them also?—They do suffer, of course, but the railway company pay their claims now and then, and when their claims are paid they sometimes overlook them. I hear several people complaining every other day about the railway company.

36337. Do you think the experience which you put forward on your own behalf affords a picture of the general state of things; have other people a similar experience?—They have; there is not a man in trade but suffers at some time or another.

36338. We are sometimes told here that this system of the private ownership of railways, the system of private companies, competition and so forth, secures prompt and fair settlement of claims and disputes; that is not your experience?—No.

36339. Do you think, for instance, that if the railways were held under a public authority, a public department, responsible to public opinion, disputes such as yours would be dealt with more promptly?—If they were held and worked as the Post Offices are done, you would hear very little complaint. I never hear complaints of the Post Office authorities.

36340. Still more, suppose the railways were directed by an authority responsible to Irish public opinion would not that afford the most likely means of prompt attention to claims and disputes?—It should, I think, if you get the body to do the thing properly.

36341. The Post Office, of course, is a different sort of case?—Yes.

36342. The Post Office is responsible to authorities in London?—Undoubtedly.

36343. But if you had an authority in Ireland, responsible to the Irish people themselves, would not that be the most likely way to get redress?—Yes, if you could get it worked out that way.

36344. You have given us as many as, I think, nine specific causes of complaint in this short period of

two and a half years. It appears from what you say that, even when you paid twenty-five per cent. extra to have cattle carried by passenger train, and when the object of that extra payment was entirely defeated by delay, the railway company never refunded either what you have paid, or even the excess charge for carriage by passenger train?—Never.

36345. They failed to perform the service, although they had been paid the excess rate?—They have to get the cash.

36366. I gather also from your complaints, that you were not compensated whether the consignment was damaged or whether it was lost?—There was one parcel lost, but they paid for that.

36347. But I gather from your evidence that you got no compensation until you proceeded to threaten law?—Yes, the solicitor got it into his hands.

36348. Did you get any compensation in any case until you threatened law?—I did, but it was only a few pence, for a small article.

36349. In the case of the mowing machine?—I never got anything there.

36350. You were obliged to sign for it before delivery?—Yes.

36351. And as it was wrapped up, you could not tell in what state it was until you took it home?—Certainly not.

36352. And you then found it had been damaged?—Yes.

36353. And then advantage was taken of the technical circumstance that you had signed for it?—Yes.

36354 The merits were ignored and compensation refused?—Yes.

36355. In the case connected with Ballinasloe fair, you had arranged and contracted to have your cattle conveyed back to Killala on the Saturday night?—That was only verbally, not in writing.

36356. But it had been arranged?—Undoubtedly.

36357. An arrangement ought to be as good made orally, except that writing is a further evidence?—That is it.

36358. The agreement is the same in substance?—Yes.

36359 You had to take these cattle from Ballina and walk with them twelve miles to Killala?—I did not walk myself; I sent two men with them.

36360. On the Sunday morning early?—It was the early hours when they got back.

36361. You had paid 45*s.*?—41*s.*, I think.

36362. For the carriage of those cattle?—Yes, exactly.

36363. With the result you have stated?—Undoubtedly.

36364. And the amount of compensation you received was eightpence?—Yes.

36365. Although you were entitled by the contract to have these cattle back in Killala about midnight on Saturday, and you had to employ two men to walk with them until five o'clock on Sunday morning. Do you think you had a case for compensation, apart altogether from the return of the freight?—To go to law is the last thing I would like; it is rather expensive sometimes.

36366. It is disagreeable?—Very disagreeable.

36367. But in your case, it is not discouraging to find that in each case, when you threatened to go to law, you got the matter settled?—Yes.

36368. That rather tends to encourage litigation, I think?—That is the fact.

36369. At any rate, your experience leads you to believe that if the railway with which you are concerned were subject to a public authority you would have fewer disputes, less delay, and more satisfactory settlements?—That is my belief.

36370. Do you think that the small parcels rates operate very injuriously to Ireland?—I think so; there are a great many parcels sent backwards and forwards from different places, and the charges are high. If you go to a post office with a parcel, you can get it left at the house for the very same price that you would have to pay at the railway station, and then, in addition, you have got to walk to and from the railway station.

36371. In the case which you have given, a parcel can be sent from London or Bedford to the West of Ireland, carried and delivered for two shillings, while from Dublin it is 1*s.* 10*d.*?—Yes.

36372. If that is a general case, it means that in process of time trade of that description will pass across to England?—It would, and is doing.

36373. And the intervening trader or retailer in Ireland would be crushed out?—Yes. They are bad enough as they are.

36374. Does it not rather look as if that were the object?—I would not like to give an opinion upon that.

36375. But it is the effect?—It looks very like that.

36376. And if you see a whole system framed upon that basis, so as to encourage and invite the consumer in Ireland to order his goods from England I think the effect in course of time must be to destroy that class of trade in Ireland?—It becomes serious.

36377. And one is disposed to suspect, when such is the effect, that such may be the object?—I cannot say, but it looks very like it.

36378. Then about passenger fares. The poor people in Ireland—working people in towns, labourers, and small occupiers—have very little money to spare after paying for the necessaries of life?—Very little. Many of those who go to Ballina would not have two shillings in their pocket, and they would think twice before paying half of it for a railway ticket; they would rather walk.

The scale for third-class passengers too high for the poorer districts in Ireland.

36379. What does the Irish labourer get per week in your part of the country?—About 1*s.* per day if you support them, and without support I have known them get from 7*s.* to 10*s.* a week.

36380. Seven to ten shillings a week to support himself and his family?—To support himself and his family. He might have an acre of land and a little house. It is not many get 10*s.*

36381. The small occupier is sometimes even worse off, so far as cash is concerned?—That is worse.

36382. He has less money?—Yes, and is in debt.

36383. And these form the main body of the Irish community?—They do.

Average labourer's wages in Mayo.

36384. Would they have more than 1*s.* or 2*s.* to spend at the outside after buying the bare necessaries of life?—I am afraid they would not. Were it not for the fowl industry I am afraid they would not stand at all.

36385. Where the scale of third class fares is not ¼d. or ½*d.* a mile, as it is in some other countries, but a penny a mile, is that a tolerable or practicable scale having regard to the circumstances of these poor people; can they afford to pay it?—They cannot. Do you mean a penny a mile single or return?

36386. Single?—They would not be able to afford to pay it.

36387. That is the third-class now?—They can go to Ballina and back for 1*s.* 3*d.*

Parliamentary passenger fares not fixed to suit the Irish people.

36388. For what distance?—That is a return ticket, and the distance is, I think, nine miles.

36389. That is practically a penny a mile for the single journey and a halfpenny or more for the return?—Yes.

36390. Do you think that the people who enacted that the third class fares should be a penny a mile ever took into account what the Irish people have in their pockets, or gave themselves any trouble about it at all?—They never thought once over it.

36391. Does it not work out in this way, that few people can travel at all even by third class?—There are not many travelling in the West of Ireland.

36392. And that the few who do travel travel seldom?—Seldom.

The passenger traffic restricted owing to high third-class fares.

36393. If the third-class fare were a halfpenny a mile, as in other counties, with a proportionate reduction on the return ticket, people who travel would travel oftener, and people who do not travel at all would travel sometimes?—Exactly.

36394. And eventually the railways might be profitable?—That is my argument.

36395. You say that goods rates also require to be reduced very much?—I think so.

A revision of the goods rates and arrangements required.

36396. Have you followed the course of the evidence given before this Commission or given any attention to it?—Not a lot. I know that in the case of oil-cake, if a farmer in the country wants so many tons and orders it in Dublin, it costs 16*s.* a ton to deliver it in Killala, whereas if he gets it by boat he gets it cheaper.

Ireland's export trade affected by favourable import arrangements.

36397. Have you noticed how the export trade of Ireland is affected by the very favourable arrangements made for the admission of food products from abroad into England?—I have noticed that.

36398. If that goes on and develops as it has been developing for the last few years is not that bound to diminish and hamper the export trade of Ireland?—It is.

Nov. 12, 1907.

Mr. James O'Boyle, Trader, Killala, Co. Mayo.

36399. And make it more precarious than it is at present?—It will make it far worse.

36400. We know that import rates into Ireland from England are low?—Undoubtedly.

36401. So that the Irish manufacturer has no chance to lift his head?—He has absolutely no chance.

36402. If the present system of railway rates is continued you will have a restriction of the agricultural output of Ireland, and you will have Irish manufacturers prevented from attaining any development?—That is a fact. It is nearly all German goods one sees in Irish towns now.

A revision of the railway rates to encourage Irish industries necessary.

36403. And there are growing imports of dead meat into Ireland?—Undoubtedly; every other day it is increasing.

36404. A radical reform in the system and incidence of railway rates will be necessary for the economic progress of Ireland?—I think so.

36405. How is the reduction to be obtained? You understand that the railway companies have their shareholders to pay, and that if such a reduction as you consider necessary were imposed upon them by law their dividends would disappear in many cases, and the value of their stocks would sink to a fraction of what it is at present?—Unless the State comes to their assistance and does something for the shareholders.

The futility of looking to the railway companies for a general reduction in rates.

36406. Does it come to this, that there is positively no way of escape out of the difficulty except that of public ownership of the lines?—That is my belief.

36407. If public credit were applied to the purchase of the lines the annual charge for interest on capital would be much less than it is at present?—That is the fact.

36408. And if all the lines were worked as one the saving would be very large?—It should be; there should be a large saving.

36409. And out of the funds created in that way you could reduce the rates and fares, and proceed gradually to see whether the reduction of rates and fares produced development of traffic?—Yes, and get it; you would very soon see it.

Public ownership of the Irish railways declared to be the only remedy for existing grievances.

36410. The question could be solved without any substantial risk?—It should be very easy to solve it, I think. In some Irish districts rates cannot be low enough for the people, they are so very poor.

36411. When you have an undeveloped country it is obvious that if developed countries have favourable rates you must make the rates in the undeveloped country as low as you can in order to enable it to compete at all?—Undoubtedly.

36412. It is sometimes suggested that companies formed for private profit and managed by those who represent the shareholders are likely to be managed more economically and more efficiently than a public system. But if a public system were established in Ireland of course the object would be to reduce rates and fares?—Yes.

36413. Could that object be attained except by efficient and economical working?—The lines require to be worked efficiently and economically in order to attain that object, do they not?—Yes.

36414. If there were an elected body in charge of the lines, responsible to the people, having to come forward for re-election periodically, do you not think the interest of the people in the reduction of rates and fares would secure such pressure of public opinion as would make for economical administration?—It is due to them that they should.

36415. Do you think that they would be very likely to effect it?—I think they should.

36416. As to expert management: Every big railway has an expert engineer, locomotive engineer, traffic superintendent, and so on. If all the lines were embraced under one control, would it not be quite practicable and easy for the elected body which might be placed in charge of the lines to have under it a board of experts which would be much stronger and more capable than any expert assistance any single railway can now command in Ireland?—That is so.

Mr. Tatlow.—Might I make one observation in reference to the train service? I would like to point out that this Killala branch is one of the lines made under the Balfour Acts. Killala itself is a small place of 510 inhabitants; the traffic is exceedingly poor; the line is worked at a loss; we run two trains each way daily and one extra on Mondays, which is in accordance with the agreement. These trains are in direct connection with Dublin in both directions, and the Monday train is the market train.

Witness.—It is very inconvenient for people who leave Dublin later than 9.15 in the morning to have to remain all night at Ballina.

Mr. Tatlow.—If people leave Dublin at 9 o'clock in the morning they can reach Killala. It must be remembered that if the Midland Great Western had never undertaken to work the line and contribute to its construction Killala might not have had a railway to this day.

36416A. *Sir H. Jekyll.*—Is the line from Ballina to Killala an extension of the Midland Great Western—the same gauge?

Mr. Tatlow.—Yes. The systems were light railway systems, the Midland Great Western working them. They are the same gauge, and the Midland Great Western actually contributed themselves towards the construction of this line. It is very poor traffic indeed, and there is a loss in working.

Witness.—I think that sometimes when there is a fair good year of crops they get a good amount of traffic out of it.

Mr. James Collins examined by Sir Herbert Jekyll (in the Chair).

Mr James Collins, representative of the Drogheda Chamber of Commerce.

36417. Mr. Collins, I think you attend to give evidence on behalf of the Drogheda Chamber of Commerce?—Yes.

36418. Do you live in Drogheda?—I do.

36419. And you carry on business there?—Yes, a very extensive hardware trade.

Complaint as to the service for parcels between Wexford and Drogheda.

36420. You have some complaint to make about the length of time it takes goods sent from Wexford to arrive; is not that so?—I am happy to say that that is much better now; I think we get them in two days. But the parcels traffic is extremely bad. We can get parcels from London the next morning, but from Wexford we do not get them until the next evening.

36421. Is your point only with regard to goods sent from Wexford?—Parcels we are talking about now. Goods come properly now; twelve months ago they did not. They have improved since very much.

36422. The gravamen of your complaint is removed?—As far as goods are concerned, but parcels are extremely slow still. We never get them till the following day; whereas we can get them from London in twelve hours, they are almost eighteen hours coming from Wexford.

36423. Why do you take Wexford—is there a large traffic in parcels from Wexford?—It is not large. There are successful manufactures there, and if you want to get parts in a hurry, heavy stuff, such as mowing machines and that kind of thing, they come now in two days, which I think is a fair time. But smaller things, if sent from London any time up to six o'clock in the evening, we get before twelve o'clock the following day; but if we get them from Wexford we cannot get them until six o'clock on the second day. It takes much longer to come from Wexford than from London.

36424. It takes longer from Wexford than from London?—Much longer.

36425. You wish to say something about Balbriggan?—We are at a great disadvantage at Drogheda if we send any goods less than a wagon-load; in fact, I think it applies to several of the stations between Drogheda and Dublin. The goods are not delivered till the next day. If you send goods to Gormanstown they are sent on to Balbriggan, and they do not come back until the next day.

36426. *Mr Sexton.*—They are carried past the station?—Yes. They tell me that they will come back by the next train, but my experience is that they do not come back for two days. The same applies to other stations, I think, unless you have sufficient goods to make a wagon-load. The goods trains run

in such a way that they do not stop them from Drogheda except for big consignments.

36427. Wagon-loads?—Yes; that is the usual experience.

36428. *Sir H. Jekyll.*—Then you have something to say about through rates?—I think they are very high. We have to compete with Dublin and Belfast; they get rates to Wicklow for 17*s.*, and we pay 29*s.*

36429. Have you no direct sea communication?—We have latterly. We have occasional boats, and then we can get goods at 15*s.* We have no complaint about that.

36430. Does not the sea competition affect the railway rates?—Not a bit. We had a coasting service, and while that was in force the railway company charged us very much less than they are doing at present; but immediately the coasting service was taken off they put up the rates. There was a coasting service from Wexford and Dublin.

36431. *Mr. Sexton.*—And Derry?—And Derry. The railway company used to carry oil for 5*s.* a ton during that time; they put it back to 6*s.* 6*d.* when the service was taken off. It is now at an advance of about 1*s.* a ton. The traders rather think that when the railway company reduce the rates there should be some means of keeping them there; to reduce rates just to kill opposition, and then as soon as the opposition is killed to put them up again is not fair.

36432. *Sir H. Jekyll.*—I suppose you know that if a railway company raises its rates, even if they only lowered them temporarily, if challenged by a trader before the Court of the Railway and Canal Commissioners it has to justify the increase?—Yes, I have heard something of that, but I am not very well up in it.

Examined by Mr. Sexton.

36433. *Mr. Sexton.*—You contrast the quick delivery from London with that from Wexford?—Yes.

36434. Can you apply that more widely?—We get splendid delivery from all the main lines in England—from Birmingham, Wolverhampton, London, and all those places. We are talking about parcels now.

36435. Parcels especially?—In fact, we always get them until, at the earliest, late the next evening, and splendid service. But from Wexford we do not get them until, at the earliest, late the next evening, and very often the following morning.

36436. Take England first. Do you mean to say that not only from London, but from any other important point, you get them more quickly?—I mean that from anywhere on the London and North-Western line—from Birmingham and that district, and so on, we get them; there is a splendid service.

36437. Do you get them as well from Sheffield?—Sheffield is the worst delivery, I think.

36438. But generally there is a good delivery?—A splendid delivery generally.

36439. Now, about Irish points of departure. Have you anything to say about other places than Wexford?—Practically I do not get them from other places.

36440. The conditions are bad in the case of goods, but worse in the case of parcels?—We get goods in two days now; I think that is very fair.

36441. I thought you said three days?—That was twelve months ago; they have improved.

36442. But parcels have not improved?—No; they are very slow.

36443. What is the point about the goods? Why is it the Great Northern will not deliver goods at intermediate stations?—They have fixed the goods trains, one to leave about ten o'clock at night and the other about four o'clock in the morning. Then they run on to Balbriggan in some cases, and tranship goods, and in other cases they go on to Dublin. Whole wagon-loads they will manage, but small consignments they will not.

36444. I suppose in the case of wagon-loads they can take the wagon off?—Yes; I think they would.

36445. But if there is less than a wagon-load they have to move it out of the wagon?—I believe that is the custom.

36446. It is a matter of convenience for the passenger train?—Goods train, too.

36447. One would suppose that even at intermediate stations goods might be discharged?—There would be no one there to take them; it is late at night or early in the morning.

36448. Have you much experience of export rates beyond the one you mention?—Not very much. There are great complaints about the charges for rabbits and that class of stuff to Liverpool and Manchester. The rates for rabbits to Liverpool is 30*s.*, which is a very excessive rate. The rabbits are worth 5*d.* or 6*d.*, and the rate is 1*d.* or 2*d.* apiece.

36449. About 25 per cent.?—About 15 per cent., and to Manchester it is 30 per cent. I think that is ridiculous.

36450. I suppose you would hardly question the evidence here that the export rates from Ireland on food products generally are high compared with the terms upon which food is brought into Great Britain from other countries?—I am quite sure of that.

Complaints as to excessive rates for food products to England; high compared with rates for similar goods from other countries to Great Britain.

36451. And unless we get that altered we will never be in a position to compete on fair terms in the British markets?—That is so. Might I say a word with regard to the passenger service? The train service with Drogheda is so bad that people cannot come unless they leave about 7 o'clock in the morning, which is very early.

36452. Leave where?—Rush or Skerries. Except you leave about seven in the morning you get in a later train arriving at twelve o'clock. Then the only train you can return by up to half-past five leaves at nine minutes to one. So that you get down at twelve o'clock, and have to return before one o'clock; the time is too short.

The present passenger train service inconvenient for Drogheda.

36453. And that greatly hinders trade in your town?—It is a very great hardship. On the other hand they get reduced fares from Balbriggan after one o'clock. A train was put on by the Great Northern running from Dublin as far as Balbriggan. It stops at Balbriggan. If that train ran on to Drogheda it could return, as it used formerly, at half-past two, and that would give a reasonable time for people to do business. As it is they practically cannot come, the service is so bad. That train runs to Balbriggan, and stops there.

36454. So far as you can discern, there ought to be no great difficulty in adjusting trains so as to allow of people doing trade in your town?—We have asked them to do that, but they say the train does not pay.

36455. That the train does not pay is the reason given. That appears to be one of the results of administering railways by a number of private companies which simply think of dividends. If you had the railways administered by a public authority, as a unified system, the question of whether a particular train paid or not would not be final against it?—Quite so. We have an extremely bad service with Navan. A train leaves Drogheda each morning about ten past eight; the other train leaves Navan at ten to nine. If the train left a quarter of an hour earlier it would connect with the whole system.

The system of administering railways by private companies condemned.

36456. You are unable to discover why this should be?—Yes.

36456A. You suffer inconvenience, and you do not see why it should exist?—I do not know. I suppose it is some arrangement between the railway companies. I imagine that each railway company is only allowed to run a certain number of passenger trains, and there would be very few passengers, and the Great Northern select the times when there will be the greater number.

36457. Has this always been the system of the Great Northern Company?—As far as Navan. You want to get on the Midland there.

36458. Does it occur to you that each railway seems to be a great deal handled as if there were no other railway in existence but itself?—That is so.

The existing railways administered selfishly.

36459. As independent territories regarding nothing beyond their own frontiers?—Quite so.

36460. Is that the right principle?—I am sure it is not.

36461. If the railway companies were managed so that a man might travel as fast and as far as possible each day from any part of the country to any other do you think that that would be the true principle on which they should be worked?—Of course it is.

36462. Regarding the railways as public highways?—Quite so.

36463. What about the coasting steamers; how long were they running?—About a year and a half, and very satisfactorily on the whole.

Duration of the coasting steamers' competition.

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Mr. James Collins. representative of the Drogheda Chamber of Commerce.

36464. Can you tell us any personal experience of your own; did they enable you to get reduced rates on the Great Northern?—Certainly. We used to pay 6*s.* 6*d.* for oil; that was reduced to 5*s.*, and several other things were reduced.

36465. When you got your dockets before the coasting steamers were established was the rate per ton shown?—Usually.

The effect of the coasting steamers' competition on the Great Northern Railway Company's goods rates.

36466. After the coasting steamers began to run was the rate per ton shown by the railway company upon the docket?—Yes.

36467. The lower rate?—Yes.

36468. The lower rate per ton?—Yes.

36469. And since the coasting steamers have ceased do the dockets now show the higher rate again?—I know several people who used them, and they tell me so.

36470. The higher rate is shown?—I know a higher rate has been put on, but I have no particulars of the lower. The railway company canvassed me several times, but I did not try it.

36471. But you know others who did?—I have heard so.

Railway and steamer rates kept on a level for heavy goods.

36472. Did the railway company while the steamers were running charge as low a rate as the steamers?—For all heavy items; for instance, for flour and oil; anything that was weighty; they reduced the rate on those.

36473. Was it as low as or lower than that of the steamers?—I think it was usually the very same rate. Some people told me that they actually offered to carry goods more cheaply, but that was not my experience.

Railway rates increased since withdrawal of steamers.

36474. Have they gone back now to the rates as they were before the steamers began, or are they higher than then?—I believe they are the same rates as before the steamers began to run; they did not alter many of the rates; they only altered those on the leading things; small packages they did not alter.

36475. Do you ever look at the rate-books?—I do not.

36476. Do other traders?—I do not think they do; I think we should do.

Question of alteration of rate-books.

36477. If the rate-book corresponds with the dockets it would appear that they must have reduced the rate in the rate-book while the steamers were running and have raised it again since?—They reduced the freight certainly; whether they altered the rate-books or not I do not know.

36478. If they did not alter the book they must have issued dockets with rates not contained in the rate-book?—I do not know.

Examined by Colonel Hutcheson Poë.

36479. You represent a rather important body—the Drogheda Chamber of Commerce?—Yes.

No action taken by Chamber of Commerce to have rate-books examined.

36480. Though you are not in a position to speak with authority as to whether the railway company actually reduced the rates and entered them in the rate-book while the steam-packet service was in competition, still I should have thought that a representative body like the Drogheda Chamber of Commerce would have taken the trouble to ascertain whether as a matter of fact such a practice was in force on the part of the railway company?—I do not think they have done so.

36481. It would have been very important for this Commission to have had evidence from such a body as the Drogheda Chamber of Commerce to this effect. Am I right in saying that there was a steamship service some eight or ten years ago?—Quite recently.

36482. But was there not one which was put a stop to?—I believe there was, to Newry.

36483. And to Dundalk?—Perhaps so; it was not to Drogheda.

Duration of steamer competition less than two years.

36484. When that company was forced out of existence the railway rates went back; we have had evidence to that effect. How long was this company to which you refer working?—About two years ago it commenced, and it has been off two or three months.

36485. So that practically its life was about eighteen months?—Yes.

36486. And you are not in a position to say whether the reduction of the railway rate was given back in the form of a rebate or whether it was a rate actually entered on the rate-book?—I believe it was not given as a rebate at all; it was not given as a rebate. Whether or not it was entered on the rate-book I cannot tell you, but it was a reduced rate.

36487. *Mr. Sexton.*—I think your evidence is that a change appeared on the dockets?—Quite so; on the docket.

36488. *Colonel Hutcheson Poë.*—Are you quite certain of that?—It is no use giving us hearsay evidence or what you think. From your own experience are you in a position to say that the rate as charged was shown on the docket, or was something given back in the way of a rebate?—I do not know myself.

36489. You are not in a position to say?—No.

36490. What is the nature of the consignments which you send to these intermediate stations—Gormanstown, Balbriggan, and so on?—Grates, iron goods, and so on.

36491. So that they do not suffer by any little delay in transit?—When people buy goods to-day they expect to receive them to-morrow.

36492. It is not a matter of importance whether you get a grate in your room to-day or to-morrow?—The public expect the goods the next day.

36493. What is the average weight of these consignments?—2 or 3 cwts.; there would not be much in them.

36494. Are there many consignments of 2 or 3 cwts.?—Not very many.

36495. You can hardly expect the railway company to be picking up half a dozen consignments of 2 cwt., and stopping the train?—The goods should be transferred, and lose no time, but they are not.

36496. Would not the natural answer of the railway company be that they charge as low a rate as they can afford to charge, on condition that the goods train is loaded up at Drogheda, and goes on to Dublin, and that if they had to stop at Balbriggan, Gormanstown, and half-a-dozen other places, they would have to charge much higher rates?—It would be very inconvenient, no doubt.

36497. So that there is no great hardship in goods such as you describe having to go to Dublin and come back. If they did not do that you would have to pay a higher rate; you admit that, do you not?—If they have to stop a train at half-a-dozen places and start again, that all means money?—I suppose it would.

36498. And the return which the railway companies at present earn not being a very large one would not admit of that?—It is a large one.

36499. At any rate, the stocks of the Great Northern Company are not very high; they have had a very serious fall in the last year and a half—something like 20 points. If they were obliged to stop for traffic such as you describe, in regard to which it is not very important whether it reaches its destination in twelve or twenty-four hours, they would be obliged to charge a higher rate?—Do you not think there is a great hardship about the passenger train service?—Is it not a great hardship that people living at Rush who want to go to Drogheda market are practically prevented from doing so by the way in which the trains are run?

36500. I understand that you have represented that matter to the railway company?—Yes. This train was on for years; it is off at present. They say that it does not pay; but if nine or ten trains in the day pay I think they should run one that does not pay, more particularly as the cost would be very small, because the train we want run on does come to Balbriggan, and stops there. If it came to Drogheda it would take these people back.

36501. At any rate, under existing conditions, if the railway company consider that it does not pay you cannot force their hands?—No.

36502. You have not stated in your abstract of evidence whether you would be in favour of amalgamation or any change in the existing system. You would probably hope, if there was any change, and there was a public authority constituted, that public convenience would be more considered?—Far more.

36503. And that would manifestly be in the interests of the trader and of the travelling public in the country?—Yes.

Colonel Plews.—The company did run this train for a considerable time, and the average number of passengers in one direction was under five, and in the other direction under six.

The Commission adjourned till the following morning at 11 *o'clock.*

FIFTY-NINTH PUBLIC SITTING.—WEDNESDAY, NOVEMBER 13TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN (Secretary)

Rev. W. SPOTSWOOD GREEN, C.B., examined by the CHAIRMAN.

Nov. 13, 1907.

Rev. W. Spotswood Green, C.B., Congested Districts Board, Chief Inspector of Fisheries.

36504. I think, Mr. Green, you are a member of the Congested Districts Board of Ireland?—I am a member of the Congested Districts Board, and I am also Chief Inspector of Fisheries for the Department of Agriculture.

36505. Is the fishery industry in Ireland an important one?—It is very important for the people of Ireland. The amount captured in Ireland of course cannot compare with the amount landed in Hull and Grimsby and other places; but in proportion to the population, and the amount invested in it, it is very valuable to the people of Ireland.

36506. Independent of what may be exported to England?—More than half the fish that are caught by Irish fishermen are sent to English markets.

36507. First of all, what are the principal functions of the Congested Districts Board?—The business of the Congested Districts Board is to develop industries in the congested districts with a view to relieving the constant difficulties with regard to distress that occurred in the West of Ireland. That is the reason why it was founded.

36508. Have they money at their disposal for that purpose?—They have.

36509. A vote?—They have to buy estates; and the purchasing and improving of them and redistributing them amongst the tenants absorbs by far the greater part of the funds of the Congested Districts Board; but about £10,000 a year is set apart for the development of the fisheries.

36510. The fisheries are only a small part of their work?—Only a small part. At the beginning, when the Congested Districts Board was first established, the development of the fisheries occupied, I might say, the chief part of their work. It was later on that the other duties became of great importance.

36511. When was it established?—In 1892.

36512. Then I may take it that at any rate in the course of your inquiries as an Inspector of Fisheries, as well as a member of that Board, you have had brought under your notice the advantages of quick transit?—Certainly.

36513. And of improved railway facilities?—Certainly. It was one of the first things that occurred to us. When we began work my particular duty was to develop the fisheries, and one of the first things that we had to face was the question of transit.

36514. Chiefly of quick transit?—Of quick transit.

36515. Have you taken any interest in developing any railway with a view to developing that industry?—The funds of the Congested Districts Board are not sufficient to go into any railway work; but at the time when we began, Mr. Arthur Balfour, who was then Chief Secretary for Ireland, had just expended and was expending, I might say, a large sum in developing the railways of the West of Ireland, and it was owing to these new railways and extensions that were made at that time that the development of the fisheries, in which I was interested, became possible. Previously it was impossible.

36516. Are you of opinion that further extensions of the railways would further develop the fishing industry?—In certain districts it would.

36517. Have you got any districts in your mind?—The first one, of course, is the north corner of the County of Mayo. There is the harbour of Broadhaven there, which is a fine harbour, and well situated with regard to fishing.

Suggested Railway extensions to aid the development of the fisheries.

Extension of the Midland Great Western Railway to Broadhaven (Co. Mayo) recommended.

36518. Is it a natural harbour?—A natural harbour.

36519. And sheltered?—Sheltered, and quite safe when the boats are in. It is forty miles distant from the Midland Great Western Railway at Ballina and about twenty-four miles distant from the Mallaranny station of the Midland Great Western.

36520. The nearest station is twenty-four miles distant?—Twenty-four miles.

36521. From the harbour?—Yes; but not in a direct line. That is a round-about way of getting to it.

36522. What have your Board done in connection with these fisheries—how have they assisted in developing them?—Well, in the first place, as an illustration of what the general result is, I might describe the first thing that we attempted. Two years before the Congested Districts Board was started I was told off to make a survey of the fishing grounds of the whole of the West of Ireland, and I was for two years engaged in that, finding out in what directions and where the fishing could best be developed. Mr. Arthur Balfour arranged for that in conjunction with the Royal Dublin Society; and I was lent to the Royal Dublin Society to carry out that survey. Then I suggested that we should begin at the Arran Islands, off Galway, as they seemed very well suited for fishery development. The only fishing that was going on there at that time was carried on in about a dozen canvas canoes fishing from those islands.

Action of the Congested District Board in developing the Arran Islands fishery.

36523. How far was the fishing ground from them?—The fishing ground is within ten miles of the land, and there are 3,000 people living on the islands. The first difficulty we had was that there was no telegraphic communication. We represented that to the Government, and a cable was laid to the large Island. We brought a hulk with ice in it and large fishing boats and crews from another part of Ireland—the east side of Ireland—to exploit the fishing. These men, with the seven large boats that they brought, made a very successful fishing of it, and that showed the islanders that fishing was possible, which had to be demonstrated, or they would not have taken it up. Then we got boats built for crews on the island on the Fisheries Loan system, at a cost payable by instalments. Now there is a large fleet of large boats belonging to the island. In those early days the first difficulty was the want of telegraphic communication, then the fish that we caught had to go to the English markets. The Midland Great Western Company entered into the scheme very heartily, and offered us very good rates for sending the fish through.

Telegraphic communication with the Island established.

Boats built for the islanders on the Fisheries Loan system.

36524. From Galway?—From Galway; but then we had to subsidise a steamer, and we still subsidise a steamer to run from the island to the train at Galway.

36525. The fishing boats caught the fish and landed it, and it went into the steamer?—The steamer brought the whole of it to the railway. The fish was all landed into the hulk with the ice in it. The fishing boats came alongside the hulk off the Arran Islands, and the fish was there packed, and the steamer took it off the hulk, and carried it to the railway.

A steamer service subsidised to connect with the railway at Galway.

Nov. 13, 1907.

Rev W. Spotswood Green, C.B., Congested Districts Board, Chief Inspector of Fisheries.

36526. What has been the result of that experiment?—The result has been that ever since the island has been making in some years £5,000 a year, and in others £3,000 by the fishing, and that in the last fifteen years it has brought thousands of pounds to the islands. Then the coast of Connemara took it up.

Much prosperity has resulted to the inhabitants of the islands from the development of the fishery industry.

36527. Complete the first part of your story. The people there have now, at any rate, got some thousands of pounds which before that time they did not possess?—Oh, no. In some years now, I think, they have made quite as many pounds as they made shillings before.

36528. That's what I mean?—Yes.

36529. And therefore it has given, at any rate, a *quasi* prosperity to these islands?—Money has been circulated more or less through the whole population.

36530. A large number of persons are employed in this industry?—A large number of persons are employed in catching and packing the mackerel, and a curing trade has been started for the American market—started almost concurrently—and a good many hands have been employed in different years in curing mackerel for America.

36531. I gather that it could not have been done unless by the co-operation of the railway company?—It could not have been done without the co-operation of the railway company by giving us respectable rates.

36532. Not respectable, but cheap rates we will call them?—Rates that from our point of view were respectable.

The co-operation of the Midland Great Western Railway in the matter of rates.

36533. At any rate, there was, in that case, the co-operation of the railway company with the Fishery Department of the Congested Districts Board—all working together—and they developed a trade; and you think that similar facilities in other places might cause similar developments?—Oh, yes.

36534. Go on to the other places that you mention?—I have only taken that as our first start. We succeeded at the place where we started. We had greater difficulties later on. We began at the best place naturally, and where the facilities seemed to be the best. We then moved on to the west coast of Galway, where the Island of Boffin is, and the islanders round that part of the coast seemed to offer the materials for fishermen, because islanders, as a rule, are the best sailors. They are forced on to the sea whether they like it or not; but the men on shore need not go to sea, except when the weather is fine. We opened a station at Cleggan, on the west coast. That unfortunately was eight miles from the nearest railway station at Clifden. The delivery there had to be by cart, and the fish got a great deal of knocking about by being carted eight miles, so much so that though the fishing has succeeded there, it has succeeded against those difficulties. The fish boxed in Cleggan do not fetch the same price as the fish sent from Arran. There has been nearly always a couple of shillings a hundred cheaper for the Cleggan fish than for the Arran fish.

Development of the fishing industry at Cleggan.

Injury to the fish by the long cartage from Cleggan to Clifden Railway Station.

36535. Of course, you attribute that to the cartage?—To the cartage.

36536. The fish carted is not in so good a condition as the other?—That was one of the things that I wished to point out—whether very small hitches on the line of communication might not make a great deal of difference in the possibility of developing a fishing.

36537. You mentioned mackerel; I suppose they catch other fish besides mackerel?—They catch herrings.

The fishings and seasons at the Arran Islands.

36538. It's a season business?—Yes; all these fishings are in their seasons. The fishing that goes on now round the Arran Islands—taking it as an illustration—is a certain amount of cod and ling. That is line fishing, and it goes on in the early spring of the year. Mackerel fishing begins in April, and goes on through May, and sometimes comes to an end in June or the beginning of July. Then there is a blank, during which the fishermen go to lobster fishing and burning kelp. In September or October the autumn mackerel season begins. Between the two mackerel seasons the islanders take a good deal of herrings. The autumn mackerel season is in full swing just now, and it goes on until Christmas. There are also twenty-five trawlers at Galway.

36539. Sailing trawlers?—They fish in Galway Bay, and catch plaice and sole and turbot, and that kind of fish.

36540. Is that sent to Galway?—It is all put in at Galway, and sent away by train. Nearly all the fish sent into Galway goes away by train. Then, if you will allow me to go on a step farther, we came to the place where we were stopped by the want of communication, where we tried and failed. We went on after a time to Blacksod Bay. There are a lot of very poor people living round Blacksod Bay, who were anxious to get into the fishing.

36541. *Mr. Sexton.*—It is north of Achill Island?—North of Achill Island.

36542. On the coast of Mayo?—The southern point of the Mullet was the place where we started—a place called Blacksod Point.

36543. This would be the terminus of a proposed railway?—It is a place where it is said a great harbour is to be built. Well, we went there because we thought we could fish to the north of Achill, which we had left untouched; and we also wished to employ the very poor people living on the Mullet and about the Inniskeagh islands lying off there. In order to get that fish away we anchored the hulk with the ice at Blacksod Point, as at Arran. We brought boats fully equipped with expert crews to go to fish from that place—to give a lead off and demonstrate that fishing was possible. We began very well; but in order to get the fish away we had to charter a steamer to run the fish from Blacksod Point right up to Achill Sound, which is a big opening that goes in behind Achill Island up to the station, where the Midland Railway Company made a special siding for us.

36544. *Chairman.*—At Achill?—At a place called Tonragee, half way between Achill Sound and Mallaranny, which is the next station to the east. We had to buoy the whole of that channel, and make a road up from it to the railway, and all the fish went that way. We had special trains occasionally to take the fish and join with the Galway trains at Athlone and take the fish to Dublin at the North Wall, and by that route to the English market. Then the cost of that steamer was so out of proportion, and the difficulty of the transit and the cost of the transit was so out of proportion to the amount of progress that we were making in developing the fishing that we were obliged to drop it. We worked it for five years and then gave it up. It was hopeless, for all was going on at a loss.

36545. The cost was out of proportion to the value of the fish?—It was out of proportion to the progress we were making; and there were other things that we could spend the money on to more advantage.

36546. The chartering of the steamer ran away with all the profit?—Ran away with all the profit, even if we had otherwise succeeded. But Blacksod Point was not as favourable as Broadhaven, which is away to the north of the Mullet, and which was the place that we would have liked to fish from; but it is impossible at Broadhaven because there is no railway connection, and it is too far to get the fish by any means fresh to the trains. If we dealt with salt fish alone of course it would be possible; but when you are trying to develop the fishery and make large boats pay you must have all the fishings you can get. That's as far as that part of Ireland is concerned—Connaught.

36546A. These illustrations are sufficient?—There is one other point that I might perhaps refer to, and that is the great want of connection between the railways in Cork.

36547. You mean the various railways running through Cork?—Yes.

36548. There is no physical connection between them?—No physical connection. The fish that come from Baltimore, Kinsale, and other places has to be carted across Cork.

36549. Then I take it that you don't suggest at all that the railway company have stood in the way of the development of this fishing industry?—I could not say that they have.

36550. You went further—you said that the Midland, at any rate, had assisted you?—Well, according to the rates that we have we can send a cwt. from the Arran Islands and from Galway and Clifden to Manchester for 2*s.* 3*d.*

36551. That seems very cheap?—But there are other difficulties that want attention.

36552. Do you mean as to other railways?—I have a note here—an account of a bill sent in the other

day to a man who sent herrings from Connemara to Glasgow. He sent thirty boxes of herrings from a station in Connemara to Glasgow, and he was charged £10 18*s.* 9*d.* freight on them. That, on thirty boxes of herrings, was a big freight—it was prohibitive.

36553. What rate is it per ton?—The exact weight was 1 ton 17 cwt.—about £5 per ton. Well, herrings would not pay at that, even in Glasgow.

36554. What railway serves Connemara?—The Midland Great Western.

36555. How do you account for that rate being so high as compared with the Galway rate?—I don't know, I am sure. Mr. Tatlow will be able to explain. One thing that strikes me is, that the railway rates we get for mackerel apply to the English towns, but Glasgow was not included in the scheme. It is outside the scheme. There are certain zones marked off in England, and to any town inside each of these zones we have a special rate. It costs a good deal to send to or from London, but not much to send to Birmingham or Manchester, which are our principal markets.

36556. *Mr. Sexton.*—Is Glasgow a good market?—Glasgow is the best market for Irish herrings.

36557. Then a zone which shuts out these fishermen from Glasgow is against the public interest?—Oh, yes, it is a disadvantage—shutting off the best market for herrings.

Mr. Tatlow.—I thought it would be rather unusual to send fish to Scotland. Our rates for fish comprise the whole of England, and we should gladly extend them to Scotland.

36558. *Mr. Sexton (to Witness).*—Can you give the Commission an idea of the selling price of that consignment of herrings?—The fishermen must have been paid about 10*s.* a box for these herrings.

36559. That is, they got £15 altogether?—Yes.

36560. The freight then was more than two-thirds of the price obtained by the fishermen?—Yes.

36560A. *Chairman.*—There must be something special about that, because there are more herrings caught round Scotland than in any other part of the world?—The West of Ireland herrings are especially good; and in the German market and the Russian market we have got year after year double the price for Irish herrings that is paid for others.

36561. *Sir Herbert Jekyll.*—Do they come at a different time from the Scotch herrings?—No; the spring herrings come at about the same time as on the west coast of Scotland—that is, the Castle Bay fishery in the Hebrides is going on at the same time as the Donegal fishing, but the Donegal herrings are of a superior quality. The quantity is not so very large, but still we catch £30,000 worth in a year—in good years—and these herrings go to the Continent, and no one in England, Ireland, or Scotland would pay the same money for them.

36562. How do they go to Germany?—Across to Leith, and from Leith to Stettin and some other ports. They have been sent direct to Russia in steamers from the County of Donegal.

36563. *Colonel Hutcheson Poë.*—Is it a fact that the Irish herrings fetch 50 or 100 per cent. more than the Scotch herrings?—Yes.

36564. *Chairman.*—Are they sent fresh?—Light cured. They are sent in barrels packed in pickle.

36565. With regard to the Great Southern and Western and the Cork and Bandon lines, your suggestion is that it would be a great advantage to that particular industry if the stations of those lines were coupled up?—That is so.

36566. Perhaps there is some physical difficulty about it?—There have been several schemes for making a bridge across the Lee in Cork connecting those railways. Undoubtedly the existing state of things is a disadvantage. Small difficulties very often just kill the trade. If a train were able to run right through and there were no trans-shipping in Cork it would undoubtedly facilitate the trade. How much, it is difficult to say exactly.

36567. You have explained what has been done since 1890 in the development of the fishing industry. Is there any particular place where you think a light railway might be constructed with advantage, to develop a new industry in connection with the fisheries?—I think a railway to Broadhaven would develop new fisheries.

36568 *Mr. Sexton.*—Where would your field be?—A railway to Belmullet touching at Broadhaven would be certain to develop new fisheries.

36569. That is, in connection with the Midland line?—That is so.

36570. How far is that now from the nearest railway station?—It is forty miles to Ballina, but only about twenty-four to Malaranny station.

36571. *Sir Herbert Jekyll.*—Which would be the best connection?—That is a burning question. I don't exactly know what to say about it. What I did say about it when I was examined before the Parliamentary Committee was that whichever line would take the fish most quickly from Broadhaven to Manchester was the line that I would approve of. That's the whole thing we want—to get the fish in the shortest possible time from a certain place to a certain place.

Proposed extension of the Midland Great Western Railway to Belmullet touching at Broadhaven.

36572. Do you wish to make any remark about railway rates generally?—I haven't gone into all the rates—in fact I had a great many things to do and I thought that some other person would take up the question of rates, some other witness. I only touched upon these few things. I know what the rates are on the Great Southern and Western down to fishing ports like Valentia and Fenit. On some parts of their system they are a little higher than the Midland rates, and the distances they have to carry are greater.

Fish rates on the Great Southern and Western Railway higher than on the Midland Great Western Railway.

36573. Proportionately they are about the same?—Proportionately. I don't say proportionately higher; but you can't get a box of fish, as far as I am aware, from Valentia, for instance, to Manchester for 2*s.* 3*d.*, and you can get a box of fish from the most remote parts of the Midland system to Manchester for 2*s.* 3*d.*

The necessity for low rates and quick transit to develop the fishing industry.

36574. Is it a barrel of fish that you are talking about?—I am speaking of fresh fish—fresh fish sent in boxes. All the other fish are small compared with them, so far as the railways are concerned; it is the herring and mackerel fishings that have always been the most important in regard to quick transit.

36575. I don't know if you have given us the value of the fish exported to England or from Ireland?—The whole catch of sea fish on the Irish coast for the year 1905 is, roughly, £350,000 to £400,000 worth; and I think about two-thirds of it—at least that—goes to the English market and to foreign markets.

Colonel Hutcheson Poë.—The exact value to the fishermen in 1905 was £414,000, and of that £403,000 was sent to Great Britain and other places.

Value of the Irish fish catch for 1905 and the export to Great Britain.

36576. *Chairman.*—Nearly the whole of it. Now Mr. Green, what was it before this action took place with respect to fishing; have you any figures to give us before 1902?—I am speaking of the whole of Ireland. There were great fluctuations on the east coast fishing, and there was a great decline of the east coast fishing a few years before we started; so that if you take the whole of Ireland together—east and west—the figures do not vary so very much, because the east coast fishing declined very greatly, the herring fishing at Howth and Ardglass declined very greatly just before we started fishing in the west.

Decline of the Irish east coast fishing.

36577. I suppose that was one reason why you started?—Well the reason why we started was, that the whole of the west coast was practically a fallow field, and the people wanted to be shown how to make money.

36578. In fact it was to give employment to those poor people?—Yes, the railways made it possible in the west, and we made a good start, as the early years were particularly good.

36579. Do you see from your knowledge and experience, a possibility of any further development of the fisheries?—The supply of fish coming from the Irish fishing grounds has increased very greatly; but it doesn't enter into the statistics because the steam trawlers from England fishing all round the west of Ireland don't land their fish in Ireland.

56380. They take it direct?—To Fleetwood, etc.

36581. Steam trawling is comparatively recent?—Yes; it has been going on now for 15 years on a large scale. For the last ten years there has been a great increase in it, particularly on the west coast of Ireland. Steam drifting and steam trawling have tended to spoil the markets for our kind of fishing. We can't get the same prices now that we did when we began.

The effect of steam trawling on the Irish fishing industry.

Nov, 13, 1907.

Rev. W. Spotswood Green, C.B., Congested Districts Board, Chief Inspector of Fisheries.

Examined by Sir Herbert Jekyll.

36582. Can the steam trawlers fish where they like, or are they restricted?—The steam trawlers are restricted from fishing in the bays and narrow waters in certain places; but they rarely try to fish there. The places where they catch most of their fish are about twenty or thirty miles off the coast; but undoubtedly the development of steam trawling has tended to spoil the markets that we were catering for, and it is not easy to see——

The light railways in Co Donegal have done much good to the fishing.

36583. How you can stop it?—However, we can not expect to join in it. The only other part of Ireland where the railways have done a great deal of good is Donegal, where there are light railways.

36584. These light railways, you think, have done a great deal of good?—They have done a great deal of good and they might have done more, if the railways had touched the places they were supposed to run to, but they generally stopped about five or six miles away from every place.

But the lines are situated too far from some of the fishing grounds.

36585. What places have you in your mind?—Downings Bay and Sheephaven, which are great fishing places. The railway does not come within seven miles of it.

36586. The fish are carted seven miles?—Well, they mostly go by sea. The steamers take the fresh fish.

36587. And the railways lose the traffic?—Some go by rail. Kincaslagh is a very rising herring-fishing place.

Examined by Mr. Sexton.

Suggested railway extensions on the east and west coast of Ireland to encourage the fishing industry.

36588. After your long experience, Mr. Green, you must have a very special acquaintance with the coast of Ireland?—I think I have.

36589. I should think nobody, perhaps, has so good an acquaintance with it as you have?—I have been going about it for eighteen years officially, and all my life unofficially.

36590. Is there any need, in your opinion, for additional railway accommodation for the development of fishing on the East Coast?—Most of the places where any fishing can go on, are, I think, touched by the railways. Howth has its railway, and Ardglass has its railway. There are fishing places up the coast, such as Portavogie, in the County Down, that have not railway accommodation.

36591. There are places even on the East coast where branch lines might usefully be made?—There are.

Other desirable Irish railway schemes not connected with fishing.

36592. To what part of the coast of Ireland do you wish to be understood particularly to refer in connection with railway facilities for the development of fishing?—I was asked to come here by the Congested Districts Board. This Commission applied to the Congested Districts Board, and they asked me to come here. So that I have been speaking largely about the West coast. But we have been at times dealing with questions about the Arigna Railway, and all kinds of schemes in the Congested districts that are not connected with fishing. There is one big scheme that I did not touch on, on the West coast—that of Innishlyre. I recommended it several times, and arrangements were nearly made to build a pier, and run a branch line down from near Westport to the sea-pier. We considered it would lead to a fishery development, and I considered that it would pay.

36593. I only ask you generally in relation to the coast line. It appears to me, on looking along the Western coast, that there are many inlets and likely places where the fishing still appears to be without railway accommodation?—Oh, certainly. I could name several.

Proposed line from Kenmare to Berehaven.

36594. It is important that you should give us the benefit of your knowledge by naming a few of them?—The Kenmare River in the south of Kerry. It has excellent harbours, and if the railway were continued from Kenmare to Berehaven, it would touch most of them; and then the Congested Districts Board could erect small fishery lights as on other parts of the coast, and the fishing boats could fish out of those harbours and deliver their fish on the railway. I am not saying that such a railway would pay; but it would help to develop a fishery where we could not do so now. Ballycotton is another place.

The necessity for railway communication close by to fishing grounds.

36595. You are not limited to sea-fishing?—I am limiting myself. I wish to add that at Ballycotton they are looking for a railway now.

36596. Small hitches in transit are great producers of failure. The fish has to be sold fresh?—Some has to be sold fresh, and other fish has to be cured; but what has to be sold fresh is absolutely dependent on the railway.

36597. In the case of cured fish prompt railway communication is not of such great importance, but it is where fresh fish must reach the market in England or Scotland the next day?—It must reach it in forty-eight hours.

36598. So that it is almost essential in the case of fresh fish to have railway communication at the point at which it is landed?—Yes.

36599. It would appear then that for the purpose of this particular industry the transit system of Ireland requires a good deal of supplementing?—It does.

36600. The function of your Board is concerned, not merely with developing districts, but also with developing an industry like this among populations liable to chronic distress?—Yes; that was the idea of the Congested Districts Board.

36601. The fisheries had a more important part in the programme of your Board at the beginning than they have at present?—The land has taken up largely the attention of the Board now.

36602. £10,000 a year is devoted to the development of the fisheries?—It is a fluctuating amount in the Congested Districts Board; it varies from year to year. I only gave that as a round figure. That expenditure means about £4,000 a year for instruction in fishing to the fishermen, because we are teaching the fishermen to fish, and we have to employ expert fishermen, and provide boats for them.

36603. That is an approximate annual sum—£10,000?—Approximate—yes.

36604. Is that smaller than the sum applied to that use in the early years of the Board?—Oh, no.

36605. When you said that the fisheries occupied more attention in the early years I rather inferred that perhaps there might have been more money applied in the early years?—I think it took up more of the time of the Board, because a great many schemes had to be considered, and we had to try and arrange schemes; but now the fishery business has got into a general train which it follows, and it is not so much a matter of discussing whether we will do this or do that, but laying down the lines upon which we have decided to develop regularly. It does not take so much time and so much consideration. We give a large number of votes, we arrange for instruction, and we have a very good system of supervision.

36606. I quite understand that in the course of years as administration progresses less time is required?—Less attention is required.

36607. But the points at which you operate are not very numerous, and the Western Coast population being generally liable to recurrent distress, there might be an extension of your labours usefully?—I have informally to take places as samples, and some of them are the more important ones, but we are operating at a great number of places between the places that are actually named. There are a great number of places that I have not named at all that we are working in, but the crews do not work always in these fishing places, in the creeks miles away, but they come in boats and collect at the centres when the fishing operations are going on, because the buyers come to certain known places, and the boats, though they may be owned in creeks remote from the centre, have to come there to market the fish.

36608. A sum of £10,000 a year, of which £4,000 is spent on administration seems to be a very minute provision for such an extensive need?—If we had Broadhaven ready, we would be able to spend a great deal more money there getting boats. There is one thing I should mention. When I began work I had to be fish merchant, fish curer, and everything; we bought the fish, cured it, sold it, and everything at the beginning. As soon as we had brought up the output at any one particular place we found the trade ready to come in, and now, as a matter of fact, the Board has not bought any fish for years. We were curing at something like twenty stations in the first five years; we are not curing anywhere now at all, and that business has passed into the hands of the trade.

36609. It is done by private enterprise?—It is done by private enterprise; it is taken out of our

hands; we could not get buyers at first to come on the chance of getting some fish. Now at one place, Cleggan, there are nine firms of buyers, and when we began there was not one.

36610. Supply and demand operate?—Yes; and if the buyers would only fall out oftener, there would be better prices.

36611. We know that all these Western counties are more or less congested, many districts scheduled, and also that the congestion is very much along the sea coast line?—It is.

36612. That would seem to indicate that the fishing might be almost indefinitely extended amongst those residing on the sea coast with beneficial results?—One of the most disappointing things in the whole business is that the fish will not remain constant to any particular place. I could show you a return now about Downings Bay. That was the place where most money was made, and where sometimes £30,000 was made by the fishermen in the year. This year that has been almost a complete failure; we have a large number of boats there now, and I have been getting returns of them for the last month—a return of the catch of each boat—and it is all nil, nil, nil: "Went out and caught nothing, the herrings do not come"; and those men are paying for their food and they are losing money by being in those boats, and if you get to a place where there is no more fish, or if the fish move off somewhere else, you cannot get the men to go on spending their time at it. We have put boats into the hands of men to try and get them to go fishing, and given them all the instruction we could, but still the moment the fish slack down, some will go away home, and leave the boats there, and there is no use going on under those circumstances. If the fish would only come in we are always prepared to have plenty of boats to catch them; but the difficulty of developing the fishing—undoubtedly the greatest difficulty of all—is that you may have fish at a place in great quantities for three or four years, then light years come, and the men cannot pay their way.

36613. We all know that the pursuit is in a measure precarious, but the fishing does go on?—It hangs on some way.

36614. From year to year along that coast?—There is another difficulty here in getting these men to move far away from their homes; they like fishing when the fish come to them, but they do not care to go on chance a hundred miles away and live in a bay amongst people they did not know, and perhaps not get any fish after all. A lot of Connemara men went off to Donegal last year, but they came back after some bad weather on the Donegal coast; some of the boats got driven ashore; they made no money, and they went home to Connemara. You would not get those men to go to Donegal this year—it is very lucky they did not, because the fishing has to this date been a failure.

36615. That would point to the importance of more railway accommodation, which might help to a wider choice of fishery grounds?—If we could provide that the fish would come in, it would solve the whole question.

36616. I was referring to the importance of having railway communication and facilities not too far away?—Most certainly. What I think about Broadhaven is—I had very great belief in it as a very constant place for fish for years; when they have not been anywhere else, we have seen great signs of fish over all that part of Mayo.

36617. I have not noticed that the output of fish from Ireland varies very much from year to year?—It does not vary very much. It is always something between 350 and 420.

36618. That works out as the annual average?—It does.

36619. If Irish fish is so good that it can be sold in Russia, the industry appears to be capable of very great expansion; at any rate it is not confined to any limited market; if you can get the fish to market you can sell them, due facilities being granted?—We cannot catch them in very great numbers at the time the fish is going at a very high price. If the class of fishing boat we use brings in about five or six crans, it is considered a very fair night's fishing. I might say this—there are steam drifters coming to Downings Bay in the spring of the year from Scotland, and they catch more than the local boats, and now the Board has just decided that they must go in for steam, and we have just placed an order for a boat—a steam drifter—for one crew at Donegal; they have done very well in their sailing boats, they have had two sailing boats and paid for them one after the other, and these men have applied, offering us their new boat back and their earnings—all that they can scrape together—if we will give them a steamer, so we have just ordered a steamer for them that will cost over £3,000 if they succeed we may have to go further.

The experiment of providing steam drifters on the Donegal coast.

36620. *Chairman.*—And compete with the Scotch steamers?—Yes. When they start with a steamer they must push the Irish fishing as hard as they can, and then go to the Scotch fishing; they must go to Shetland, and probably to Yarmouth.

36621. *Mr. Sexton.*—Do you judge that with further transit facilities and favourable rates the Irish fisheries are capable of great expansion?—They are capable of expansion.

36622. Considerable?—Considerable expansion, but there is no use in forming the exaggerated view about the question that some people do.

English midland towns the principal markets for the Irish fish.

36623. What are the railway rates that compete with the Irish fisherman in the markets to which his fish are sent. What are the markets chiefly in which the Irish fish is sold?—The Irish fish goes to the Midland towns chiefly of England—Manchester, Birmingham, Oldham, Sheffield, and all the big towns of Lancashire.

English fishing stations that compete with Irish.

36624. What are the rates which compete with the Irishman in that market. In other words, from what fishing points does the fish come that compete with him?—For mackerel, of course, we have not got very much competition except at Milford. At Milford there are a great lot of mackerel landed by steam drifters fishing out of Milford, and are landed direct there, but our fish has to go across to Milford—our fish from the South—Kinsale, &c.

36625-6. And also in the North, perhaps?—Then, if you go to Birmingham there is any amount of fish coming in there from Grimsby.

36627. *Chairman.*—Not mackerel?—No, not mackerel, the places where the mackerel are caught are Cornwall, Milford, and the West coast of Ireland. There are only three places.

Irish mackerel shut out from the London market owing to the shorter journey and low rate from Cornwall.

36628. *Mr. Sexton.*—The rates that compete, therefore, with the Irish fish trade are the inland rates, not the rates from abroad?—No; inland rates. I may say that one reason why we never send Irish mackerel to Billingsgate is that we cannot compete with Cornwall. Cornwall can send mackerel into Billingsgate at rates that we cannot get them into Holyhead for, so that Billingsgate is practically shut out as a market from the places that we can get to.

36629. This Irish fish trade is prejudiced by the proportion between the through rates from the Irish fishing grounds to the market, and the rates from the English fishing grounds?—I think so, because we have a much longer journey; we have to cross the sea. go across on the steamer, as well as two trains, and pay for the transhipping.

36630. The general complaint with regard to Irish exports is that the rates from abroad to England are very much lower than the rates from Ireland. In this case the complaint is of a different kind, but it appears to have considerable force?—It has, but I have no reason to think that there is anything unreasonable in it because it is quite obvious, all things being equal, that fish could be run into London cheaper from Milford or from Cornwall than they could from the West of Ireland.

The probable effect of a reduction in rates in stimulating the fishing industry

36631. No doubt, but I think even the most rigid political economists agree that nascent industries, and those that are trying to grow, may be fairly assisted, and if the Irish rates could be so modified as to give cheaper conditions of transit, of course it would be an advantage?—There is no great doubt about it at all. If we could get fish from the West of Ireland into Manchester at the same rate as from Milford, of course it would be the greatest possible advantage.

Saving in transit charges would benefit the Irish fishermen.

36632. Anything that would modify the Irish railway rates in the sense of reducing them substantially would powerfully help to develop the fisheries?—Every penny of the result would be in the fishermen's pockets.

36633. I do not think it could be put more forcibly than that?—It would enable the buyers to give a better price.

36634. Precisely, and the difference would go into

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the pockets of the fishermen and help to protect them against distress?—Ultimately.

36635. Do you think that this amount of £10,000 a year is sufficient, or that it might be usefully increased?—I think it might be usefully increased. We should spend it if we got it.

36636. I am sure you would spend it well? I hope so. I should say that, when we are speaking of this, we have money in the Department of Agriculture, too, for fisheries.

Suggested increase in the annual subvention for the fisheries in Ireland.

36637. Yes; how much did you get from the Department?—I have had to administer practically both.

36638. You are a member of the Congested Districts Board?—Yes.

36639. And an official of the Department?—Yes.

The cost of protecting the fisheries of Ireland.

36640. How much do you get practically from the Department?—£10,000 a year is ear-marked for sea fisheries; that is according to statute, out of the general fund, but that has to provide not only for development, but also to provide for the protection of the fisheries, and that is the heaviest item of all.

36641. Of the inland fisheries?—The sea fisheries.

36642. Against steam trawlers?—Against steam trawlers, and against anything that may come.

36643. You have to pay for that sea police?—We have to police the whole coast, congested or non-congested

36644. What is the total income of the two bodies per annum, the Congested Districts Board and the Department?—The Congested Districts Board has changed so often that I forget; something over £100,000 a year.

36645. Then the Department's, I think, is about £300,000?—It is over £125,000 a year, I think.

36646. The Department—it is a good deal more than that, is it not?——

36647. *Colonel Hutcheson Poë.*—Are you referring to the whole sum?

36647A. *Mr. Sexton.*—Yes.

Witness.—I do not remember at the present moment what the figure is. All I know is that we have to deal with £10,000.

36648. The very poor agriculturists along the western coast, who have to fish as well as work in the fields, are deeply interested in the matter?—That may be.

36649. I think the two Departments together have the better part of a million a year between them, and I should think that an annual subvention of £10,000 to £20,000 for the fisheries is a very inadequate provision. Of course you as an official do not care to pronounce upon this; but you have said that it might be usefully increased?—It might be usefully increased.

36650. I want to ask you one other question. You have made loans to the fishermen along the western coast for boats and nets?—Yes.

36651. And in other parts of the country?—On the whole coast of Ireland we have made loans.

The loans advanced to the fishermen repaid punctually and fully.

36652. All round the coast. Careless and unjust observations are so often made that I should like to ask you, as an official, what is your opinion of the integrity of the borrowers in regard to their desire to repay those loans punctually and fully?—Previous to the establishment of the Congested Districts Board we were dealing with loans all round Ireland, and as Inspector of Fisheries I was dealing with my share. For forty years loans have been issued to the poor fishermen all round the whole coast of Ireland, and the loss on bad debts was less than 10*s.* in the £100—it was less than ½ per cent.

Bad debts less than ½ per cent.

36653. On the whole loans service?—On the whole business our bad debts came to less than ½ per cent.

36654. Though the borrowers were subject to recurrent pressure of want and even of hunger?—I said, before the Congested Districts Board was started, that was the result; I could not say it was so with regard to the work of the Congested Districts Board at all now, because we are losing more money than that on bad debts for this reason, that we, in developing the fishing, had to take a much greater risk; we had to give out very expensive boats and gear. If we were going to develop fishing, we had to run the risk of giving very inefficient crews very expensive boats and gear, and it is only a small proportion after all, but in a small proportion of places they have failed to work the boat to a profit, and have failed to repay, and we have had to take away the boats, and where we take away the boat and sell her again we lose probably a hundred or a couple of hundred pounds over the transaction, so that the losses in loans that have been made by the Congested Districts Board are far greater—they might come to 5 per cent.

36655. The avocation is precarious?—Yes.

36656. Do you trace the failure to repay to the want of inclination, or to pressure of circumstances?—To pressure of circumstances entirely.

36657. These poor people are determined to pay if they can, and do pay if they can?—Oh, they pay if they can.

36658. About railway development, it appears that there are a great many branches and minor lines that require to be made. You are probably acquainted with the course of finance in relation to these light railways, and you know what has been done. Let us take a retrospect for a moment. First, private capital built the lines; then, about forty years ago it was found necessary to have baronial guarantees; then there were joint baronial and Treasury guarantees, then the Treasury guarantees had to be backed up by grants, and now grants are not made except out of the Irish Development Fund which, we understand, is exhausted by the Land Purchase Act?—It is a fact that some people jumped too soon, and made their railways before they got the advantages.

36659. But even so, the course has been that more and more public funds have had to be voted for the construction of these lines and baronial guarantees are scarcely now forthcoming. The Treasury have shut down, and there are no grants except from the Irish Development Fund, which, we know, is exhausted; under these conditions, do you think it hopeful that each district should still be left to push for its own line without giving any guarantee, and to ask the Treasury to construct the line, and assume liability for loss on working expenses?—Think when you have Consols down to 81, or something of that sort, it is not a good plan to ask the Treasury to do too much in that line.

36660. Even before Consols were so low, they seemed to have given up the policy of grants to Ireland for railways?—I am quite with you that Ireland requires more railway facilities than it has, and it does not seem at all likely that all those railways will be commercially successful—I mean to say, so successful as to induce private capital to come and make them.

36661. Do you think it desirable that there should be some authority in Ireland with resources which could deal with these several lines upon their merits and without laying a local burden instead of leaving each district in the futile task of going to the Treasury, and asking it to assume responsibility?—That is a question I am hardly prepared to answer; that is rather beyond me.

36662. Would it be more likely to produce the lines?—I think even that question is beyond me, too.

36663. You prefer to keep to the sea.

Examined by Colonel Hutcheson Poë.

36664. I should just like to ask you one or two questions about the funds at your disposal. I think the fund which was subsequently transferred to the Congested Districts Board was the remnant of a fund that was originally started for the relief of distress in 1822 or somewhere about then?—That is so.

36665. Subsequently that fund was transferred to the Board of Works?—Yes.

36666. And in 1901 it was transferred to the Congested Districts Board?—Yes.

36667. I think the figures before me show that something like £73,000 was given to the Congested Districts Board, and subsequently the remainder, the balance of £20,000, was given to the Department?—Yes.

36668. What I was going to ask you was, was that £73,000 earmarked for the purposes of sea-fisheries, or did it go into the general funds of the Congested Districts Board to be available for any purpose?—It was available for any purpose, but it was desirable that it should be.

36669. That is the point; as a matter of fact, has any of it been spent on purposes other than sea fisheries?—Some has been spent on other purposes.

36670. I understood you to say that, roughly, speaking, you had an annual grant from the Congested Districts Board of £10,000 for the purpose of sea fisheries?—No for the Department we have.

36671. I know about the Department; I want to keep the two apart?—The money allocated for sea fisheries in the Congested Districts Board is out of the general fund.

36672. That is the point I want to get at. You have no specific annual sum earmarked for sea fisheries?—No.

36673. Even of that £73,000, which is the remnant of the fund originally allocated or intended to be provided entirely for the purpose of sea fisheries, I gather you have hardly spent the full amount, apart from any other grant that was given in 1891?—We spent some of that that had accumulated at the time on piers; the Congested Districts Board have not looked upon that fund as in any way the limit of their expenditure one way or another, but out of their general fund they have repaid over and over again, whatever money they took out of it for building the piers at the beginning.

36674. Of course, £73,000, spread over about sixteen years, would represent about £5,000 a year?—Yes.

36675. Have you spent more than that from first to last—an annual sum of £5,000 or £6,000 a year for the purpose of sea fisheries?—Yes, we have, certainly.

36676. Then the Department has an annual sum of £10,000, plus the £20,000, transferred from the original fund, by the Board of Works, in 1904, and which, at that date, was, I believe, represented by a sum of about £30,000?—That is so.

36677. So that really they have, looking upon that £30,000 as a capital sum, the interest on that as well as the £10,000 a year?—They have, but that goes back into the fund; it does not go to anything else.

36678 For the purpose of sea and inland fisheries?—For the purpose of the fishery loans.

36679. At any rate, for purposes connected with sea and inland fisheries?—Sea fisheries, not inland; none of that money is available for inland.

36680. But out of what fund do the Department make the grants which are given annually to the Inland Fisheries?—The General Endowment Fund.

36681. It does not come out of this other fund?—To get money for inland fisheries we have to go to the Agricultural Board, who are responsible for voting the money out of the General Endowment Fund, and ask them to vote for any scheme that we have as regards inland fisheries—salmon fisheries.

36682. So that none of this interest on the £30,000, or the annual sum of £10,000 goes to the inland fisheries at all?—No.

36683. You work in conjunction with the Department as regards fishery duties?—Yes; my duty for the Department is as to fisheries. I am Inspector of Fisheries, in the Fisheries Branch of the Department, and I am a member of the Congested Districts Board.

36684. We have had some evidence here as to the want of protection and difficulty in getting grants for the purpose of inland fisheries. I remember one gentleman giving evidence, from Limerick, about the Shannon Fisheries, and speaking about the difficulty of getting grants, and so on, I questioned him, and I think he must have misunderstood, because he seemed to think that the Department had no powers either in the way of grants or anything else. That is a mistaken idea altogether?—It is a mistaken idea so far. As a matter of fact we have tried over and over again to get the people on the Shannon to start hatching salmon.

36685. You turned out a great quantity of salmon and trout fry, did you not?—We have a great number of salmon hatcheries all over Ireland subsidised by us, or designed by us—the buildings put up by us—and we wanted to do it on the Shannon. We could get no people on the Shannon to combine and fall in with the scheme. The scheme works very well on other rivers; the Shannon is the only one where we cannot get anybody to take it up.

36686. The returns of the Department show something like eight millions fry put out by the various hatcheries—where were those principally put?—They were put in a great number of rivers. The biggest hatchery we have is on the Blackwater, that is turning out about 2,000,000 a year, and there is one on the Boyne, and one on the Erne, and one on the Bann, and a great number of small ones—a dozen—on the smaller rivers.

Location of the salmon hatcheries provided by the Department of Agriculture.

36687. I think as a rule the Department make it a condition when they are considering the question of making grants to these different inland fisheries that the local Boards of Conservators should also contribute something?—Some local persons must contribute something.

36688. Can you say whether they sometimes find a difficulty in getting local authorities or individuals to contribute their quota?—In the rivers where we have the hatcheries of course we have not found any difficulty, but there are rivers where we would like to have hatcheries, such as the Shannon, where we have found it impossible to get anybody to contribute anything locally.

A local contribution to the cost of each hatchery necessary.

36689. My reason for asking was that in reading the Department's return on Inland Fisheries, I gathered that several grants which they were perfectly willing to make to these different inland waters had fallen through owing to the conditions which they think it necessary to impose as to certain monetary contributions from the district not having been fulfilled?—That is the only thing which stops us. We are willing to put up hatcheries wherever we get the scheme adopted, and in many rivers it has been adopted; in others it has not.

The question of a reconstruction of the Boards of Conservators of Fisheries.

36690. Do you think the present Boards of Conservators of Inland Fisheries are as enterprising as they might be in trying to develop these fisheries to the fullest extent?—In some rivers they are, in some they are not; they differ greatly. There was a Bill brought in last year before the House to re-construct the Boards of Conservators, but it did not pass, and it was rather drastic, I think. At any rate, it might come in again, so I really do not care to say anything about it.

36691. At any rate there is room for improvement, I gather from your answer, in the way in which the Boards of Conservators exercise their duties?—Yes.

36692. I daresay you have read the Reports just issued by the Departmental Inquiry into the Department's working?—Yes.

36693. At present there is a power given under the Act by which District Councils can have representation on the Boards of Conservators, provided that they make a monetary contribution; but the Commissioners go further, and say that quite apart from their making any contribution they consider it would be in the interests of the public if these bodies were given direct representation on the Board of Conservators. Do you agree with that?—I think it is desirable that the County Councils should have some representatives on the Boards of Conservators; but the scheme at present in existence would mean that enormous Boards of Conservators would be constructed, and nearly all District Councillors.

Some representation of the County and District Councils on the Boards of Conservators desirable.

36694. I don't quite understand you?—For instance, if the present law was acted on, in the Shannon there would be a Board composed of 125 or 127 County and District Councillors on the Board of Conservators, and twelve people interested in the fisheries.

36695. Of course that would not answer?—The law wants altering. There ought to be some reasonable way to enable County Councillors to be represented on the Boards without swamping the fishery interests.

36695A. At present they cannot have any voice unless they make a monetary contribution?—That is so.

36696. But, assuming that the law was altered in that respect, you say it would be necessary to restrict the number by which they would be represented?—Certainly.

36697. Subject to that restriction, you think it is desirable, and would probably be attended with beneficial results if they were represented?—I think so.

The value of the salmon fisheries in Ireland equal to that of the sea fisheries.

36698. Can you give us any idea of the value of the inland fisheries—the output for the year—or money value?—It is extremely difficult to collect statistics about the inland fisheries, because the owners of fisheries do not care to give us their figures, for obvious reasons; many of them are tenants, and do not wish to let it be known that they are making too much, or their rent might be raised, and for various reasons it is impossible to get accurate statistics of the salmon fisheries, but by reference to the amount carried by the railways, and various other sources, we consider that the value of the salmon fisheries in Ireland is about equal to the sea fisheries.

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36699. On the basis of the return for 1905—how much?—It is £400,000 a year.

The tonnage of inland fish carried over the Irish railways in 1905.

36700. They give the quantity of inland fish carried over the Irish railways for 1905 as 1,400 tons?—Yes.

The public right of salmon fishing in Irish tidal waters.

36701. While we are on that point, you mentioned that some of the lessees of these rivers were rather disinclined to give information; that raises a point that was rather questioned some time ago. I put it to one of the witnesses giving evidence that the public in Ireland had considerable rights in the tidal waters; he rather questioned that, and said that he had never heard of any rights of that kind?—It is a very important point in understanding the salmon fisheries of Ireland. I did not know you were going into it. It is a very important point to remember that in Ireland there is a common law right of salmon fishing which there is not in Scotland.

36702. Quite so?—Of course Scotland is the other salmon country. England is not very much of a salmon country; Scotland and Ireland are the two great salmon districts. In Scotland all the salmon fisheries are privately owned or belong to the Crown—are proprietary—but in Ireland, once you get to the tidal flow, all the salmon fisheries belong to the public, they are public property, with the exception of a few "several" fisheries here and there, where somebody has been given a grant; but those are exceptional cases.

The Scotch salmon fisheries proprietary.

36703. The fact that the public have such large rights in Ireland, which they have not got in England and Scotland, justifies the granting of public money for developing that industry, which would not be justifiable in the case of developing an industry in the interests of private people?—I quite agree with that; and I may say that when the Department's Act was being framed, I suggested that on account of this large public right of salmon fishing in Ireland, if there ought to be £10,000 a year for sea fisheries, there certainly ought to be £5,000 a year allocated to developing the salmon fisheries. I think people have so often got into their heads that salmon fisheries are private property that the thing was scouted. Undoubtedly it is a most valuable asset in Ireland, and an asset which is being more and more availed of every year. Those people on the north coast of Mayo—Broadhaven—last year (those poor communities there along that coast), were paid £5,000 in six weeks for the salmon caught in the sea, and caught under their commom law right just as they catch sea fish.

Suggested allocation of £5,000 a year of the Department of Agriculture's funds to developing the salmon fisheries.

Increased traffic to the railways would result.

36704. I am very glad you have made that point, because I suppose that if such a sum of money were expended in the development of these fisheries it would indirectly tend to give a considerable amount of traffic to the railways, and benefit them, quite apart from the benefit conferred upon the fishermen?—Practically all the salmon travel on the railways, so that any development there would lead to the development of railway traffic. Means of communication are absolutely necessary for the salmon fishing. There was a special arrangement made this year for carrying those salmon from North Mayo during those six weeks to the railway at Sligo.

Cheap railway rates and rapid transit a necessity for the encouragement of these fisheries.

36705. Have you any remarks to make as to the facilities afforded by the railway companies with regard to the transit of salmon and other inland fish—are they satisfactory?—I do not think the rates for salmon are as good as the rates for sea fish; but there may be private arrangements with some of the large salmon factors that I do not know of.

36706. From your knowledge of the subject, do you think that if they were reduced a certain amount it would be desirable in the interests of those fisheries?—I should like to see the railway rates on all fish reduced, but of course if the engines are going to get coal put into them, the companies must get money somehow or other to buy it.

36707. But relatively speaking, you consider the rates for inland fish are higher than those for sea fish?——

36707A. *Chairman.*—He does not know that.

Emigration checked by the increase of the fishing industry on the Donegal Coast.

Witness.—I have not said that, because I am not certain about the arrangement that some of the salmon factors have with the railway companies. A great many of these things are matters of private arrangement.

36708. *Colonel Hutcheson Poë.*—When you spoke of the large increase of salmon fishing on the coast, was that in reference to the salmon drift-net fishing?—Yes.

36709. That is of quite recent growth?—That has been going on for a great number of years on a very small scale, but the recent development on a large scale has only been going on for five or six years.

36710. In some parts the growth of that industry has been the means of arresting emigration in country districts?—It has on the Donegal coast, and, together with the herring fishery has caused many people to return from America who had emigrated.

36711. With regard to the sea fisheries, you spoke of its being desirable to make some short extensions to Broadhaven, Cleggan, and other districts; I think you also said you did not see much prospect of those extensions being in themselves remunerative. Quite apart from the question of such lines being profitable, would you say, at any rate, that they would very materially increase the comfort and conditions under which the people in these poor districts at present live?—The districts in which railways run have immensely improved since the railways have been made; all kinds of traffic have developed—the passenger traffic; the advance of civilisation in the country has been promoted by the extension of railways, and undoubtedly it is most important, where a country is so poor and so remote as this north corner of Mayo, that it should be brought into touch with the rest of the country, even if the cost of the line was a loss to the State.

36712. Am I right in saying that the conditions under which the people on that western seaboard generally—the Berehaven district, and others live—are necessarily from the circumstances of the land and of the soil, very poor?—They are very poor.

36713. And that any little thing which could add to their incomes—their earnings—in the shape of sea fisheries and so on—would perhaps in many instances make all the difference between poverty and comfort?—It would.

36714. You are, of course, aware that a number of railways were made, in the West of Ireland especially, for the purpose of opening up districts, and improving the conditions under which the people in them live. I gather that in your opinion many of those railways stop short just at the seaboard. If it were justifiable to make those railways in the interests of what we will call, for the sake of argument, the inland districts, would it not be equally justifiable to extend them a little further, in the interests of the people who live on the seaboard, and whose conditions of life are probably worse than those of their neighbours a few miles inland?—Certainly; of course there may be reasons why it does not suit the railway companies to come to the sea.

36715. I am not asking that the railway companies should do it, but if the Government thought it desirable to spend money and make grants for the construction of those light railways, do not you think it is also desirable on their part to extend them in the case of these short extensions, so as to bring them to the sea-board?—I certainly think it is quite a legitimate expenditure.

36716. We have often had it urged as an objection to starting industries in Ireland that so long as you spoonfeed them they do well enough, but as soon as the measure of State aid is taken away, they fall into decay. I gather from your remarks and from your experience in the case of sea fisheries, that objection does not hold good at all, and that when once started, private enterprise comes forward, and the industry stands on its own feet?—That is so.

36717. That is what I gather from your remarks?—That is a fact.

36718. *Chairman.*—You stated that as a fact?—Yes. In some districts where we have spent money in developing the fishing, the fishing now goes on, and we are not spending money any more.

36719. *Colonel Hutcheson Poë.*—That is, of course, satisfactory, and it is a pity it does not apply to other industries in Ireland. At any rate, that being the case, public money can be more justifiably spent where there is a prospect of an industry after a few years being self-supporting?—I think so.

Mr. Tatlow.—Might I make one remark now as to the fishing which Mr. Green said fell under a general scale. I would just like to point out that the rate from Achill or Touragee is the same low rate as from Galway, although the distance is over 200 miles to Dublin compared with 128 from Galway.

Rev. W. Spotswood Green, C.B., Congested Districts Board, Chief Inspector of Fisheries.

36719A. *Chairman.*—He said all the stations on the Midland Great Western were practically the same.

Mr. Tatlow.—I do not think he mentioned that Achill or Tonragee was the same as Galway.

Witness.—All the stations that are involved in the group system have equal rates.

36720. *Mr. Sexton.*—You attributed failure in some cases to the want of direct railway communication?——

Mr. Tatlow.—The railway communication at Tonragee is close at hand, in fact down at the Bay.

36721. *Colonel Hutcheson Poë.*—Just one question on the rates. I think you said that the rates for fish on the Great Southern and Western were rather higher than on the Midland Great Western?—I have not got the figures by me now. I think the rates from Fenit or Valencia to Manchester are higher than from Clifden.

36722. Has any representation ever been made to the Great Southern and Western on that point?

Mr. Croker Barrington, Solicitor.—The distance is ever so much greater.

36722A. *Chairman.*—I think, Mr. Green said that proportionately the rates were about the same; the rates were higher, but the distance was greater.

36723. *Colonel Hutcheson Poë.*—I understood him to say that, the conditions being the same, the rates were higher.

Witness.—No, I said the distance is greater.

36723A. *Mr. Sexton.*—From the point of view of a fisherman sending his fish to the same market as a man who sends his fish a shorter distance, the fact that the distance is greater does not make him better able to pay the higher rate.

36724. *Colonel Hutcheson Poë.*—Am I right in saying that all the ports right away from the North of Scotland round the East Coast, are grouped together for the purpose of the fish traffic?—I think they are.

The Irish ports grouped for fish rates in a similar manner to the Scotch.

36724A. From Aberdeen, right away round to Peterhead, Dundee, and so on. Is there anything of that kind with regard to the Irish ports—any grouping?—Yes, there is in the Midland Great Western. I have just been saying that there is this—whether you send a box of fish from Galway, which is quite a short distance from Dublin, or Clifden, which is fifty miles further, or Achill, which is 100 miles further, the whole thing is grouped; that is, the towns in England are grouped; there is a zone marked off, and you can send to any town inside that zone for the one figure.

36725. Does not grouping apply to ports on the south-west coast of Ireland—Valentia, and those other places?—The rates from Valencia to Manchester would be in one zone too, I take it. There are certain zones.

Mr. Tatlow.—They are all grouped in zones; you may take that as applying generally to Ireland. The fish stations are in two or three groups.

Mr. Michael Aherne, J.P., examined by the Chairman.

Mr. Michael Aherne, J.P., Chairman of the Donoughmore Extension Light Railway.

36726. I think you are the Chairman of the Committee of Management of the Donoughmore Extension Railway?—Yes.

36727. You are also a member of the Cork Rural District Council?—Yes.

36728. What is the length of that line?—8½ miles.

36729. What is the capital?—£30,000.

36730. And is that one of the guaranteed lines?—Yes.

36731. What is the guarantee?—Four per cent.

36732. What proportion is borne by the barony and the Treasury?—Two per cent. by the Treasury, and two by the barony.

36733. It is equally borne by the baronies and the Treasury?—Yes.

36734. When was the line opened?—In 1883.

36735. Was all the capital spent on it?—Yes, all the capital was spent.

36736. What is your working stock?—One engine, two carriages, and fourteen wagons—open wagons.

36737. Who works the railway?—The Cork and Muskerry Railway Company work it by agreement.

36738. Is that another light railway?—That is another light railway.

36739. But a larger one?—It is about 18¾ miles.

36740. Then it is longer than yours?—The Donoughmore is only 8½ miles; the other is 18¾.

36741. And it is worked by that Company?—Yes.

36742. What is the agreement? Is it worked on a percentage basis?—It is worked per train mile, the actual cost.

36743. Is there a profit or a loss in working it?—There is a loss in working the Donoughmore so far. I can give you the receipts for the year after it started.

36744. We will get to that directly. What do you mean by "through bookings divided on mileage"?—That is between the Donoughmore and Muskerry line.

36745. That is for passenger fares?—And for goods as well.

36746. No terminal charges allowed at either end; it is all done by mileage?—All done by mileage.

36747. You had better just give us the receipts for the line, because questions may arise upon them. Just take 1894?—The receipts that year were £1,025, and the expenditure was £1,203. Then in 1906, that was last year, the receipts were £1,364, while the expenditure was £1,842.

36748. The expenditure being the cost of working?—Yes. The cost of maintaining the line, of course.

36749. Yes; but you said this other company worked it at the actual cost?—Yes.

36750. Then, the other Company maintain your line, do not they?—They run the trains upon it, and they run those trains at the actual cost of working them.

Donoughmore Extension Railway.

Deficit in the working expenses for year 1906.

The poundage incurred by the baronies.

36751. Who does the maintenance, do you?—Yes, the Donoughmore Company.

36752. *Mr. Sexton.*—I think you say the repairs are worked out on the train mileage?—Yes. The whole thing is done by the Muskerry Railway; in that way the repairs are done by them.

36753. *Chairman.*—That is what I say; the line is worked and maintained by the Muskerry Company at actual cost; the actual cost is the figures you give, £1,842 for 1906?—Yes.

35754. Therefore there is a deficiency of £500, about?—Something like £500.

36755. How do you meet this deficiency?—By a tax on the barony.

36756. What does that mean to the ratepayers, do you know? How much in the pound have they to pay?—There are two areas; in the inner area, which is supposed to be the most benefited, it costs nearly a shilling in the pound to the ratepayers; in the other, about sevenpence, I think.

36757. And that goes on year by year, and is likely to go on, I suppose under this agreement?—It is very likely to.

Total baronial contribution since the opening of the railway.

36758. How much have the baronies contributed to the working and maintenance of this line since the line started?—£4,436 2*s*. That is the deficiency in working.

36759. That is what I said. What is the amount that the baronies have contributed towards the deficiency in the working and maintenance?—£4,436 2*s*.

36760. Do you think that any improvement will take place either in receipts or by increasing the receipts or decreasing the expenditure, if certain improvements are made on that railway?—I do.

Suggestion as to improvements in the construction of the railway.

36761. What are the improvements that you suggest?—There were several pretty sharp curves along that line—in fact, 1½ miles and 3½ miles—that is, on certain curves—and the speed has to be reduced there to twelve miles an hour; if we could remove those curves, we would, of course, be able to increase our speed. At present, if we want to run at the ordinary rate, we would be in great difficulties going over that. We fancy it is quite possible to develop the monthly fairs there if we could run heavier trains and go at a greater rate of speed.

Estimated cost.

36762. Have you made any estimate as to what that would cost?—About £3,500.

36763. With regard to ballasting the line, what do you suggest?—There is no ballast pit whatever on this line, and we have to draw it from the Muskerry Company, a distance of seven or eight miles, before it reaches the Donoughmore line at all

36764. And of course you have to pay for it?—Yes.

36765. Suppose there was a stone-crushing plant in your district, have you plenty of stone there?—

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All these curves are caused by rocks protruding, and we could cut off the rocks and smash the stone for the purpose of renewal. There is nothing under the sleepers; they are laid on the rails, and if we could lay proper sole stones, a very small amount of ballast would do it, and we fancy we would save very much in that way. Of course if these curves were removed, the wear and tear of the rolling-stock would be very much reduced.

Donoughmore Extension Railway :—

Prospect of an increased traffic if the improvements were carried out.

36766. Talking of this suggested improvement, what is the total amount which you consider necessary to keep up the line in decent working order?—About £5,100. I should like to say in connection with this table that it is quite possible, considering the district through which this line runs, which was completely land-locked before this line was made—it was twelve miles away from the nearest fair—if we were able to carry heavy trains along the line it would develop the lime industry. The Department of Agriculture are recommending lime for top-dressing; and the farmers asked us to bring it on to them, and we cannot very well do so at present, because we cannot haul heavy trains along on account of those curves—a long train would have its head on one curve and its tail on another, and the strain and friction is very great.

36767. It is the old story. Were you connected with this in the beginning; when was the line made?—1893.

36768. Were you connected with it in the beginning?—Not at the beginning.

36769. Who made the line?—The promoters.

(*At this point the examination of Mr. Aherne was suspended, and evidence was given by Mr. T. O'Connor, Secretary of the Cork and Muskerry and the Donoughmore Extension Railways.*)

Mr. T. O'Connor examined by the Chairman.

Mr. T. O'Connor, Secretary, Cork and Muskerry and Donoughmore Extension Light Railways.

36770. Who were the promoters?—The contractor was a Mr. Ward. The ratepayers of the district themselves supported the railway; they were the promoters principally.

36771. Who built the line?—A contractor named Ward.

36772. Who superintended the construction?—An Engineer on behalf of the promoters, Mr. Fraser.

Imperfect construction of the Donoughmore line by the contractor.

36773. Why did they agree to the sleepers being laid on the earth without any ballast at all?—I do not know why the Engineer allowed that to be done.

36773A. At any rate there was no proper supervision?—There was something lacking in the supervision, certainly, because there was no soling at all under the sleepers.

36774. What are the rails on this railway?—50 lbs.

36775. What are the sleepers—native timber?—6 ft. × 9 in. × 4½ in.

36776. Native timber or Baltic?—No, not native—creosoted Baltic timber.

Examined by Colonel Hutcheson Poë.

The railway constructed under the Tramways Act of 1883.

36777. That railway was built under the Railway Act of 1883. It was opened in 1893, so it complied with the Act of 1883.

Mr. Shanahan.—Yes.

36778. Did it comply with the provisions of the Act of 1889, viz.: that the railway shall be constructed either by a railway company or on the understanding that some railway company would work and maintain it after it was constructed?

Worked by the Cork and Muskerry Company.

Mr. Shanahan.—No, it was constructed under the Act of 1883, and has been worked by the Cork and Muskerry Company under agreement.

36779. There was no understanding with the Cork and Muskerry, at the time that the promoters brought it forward, that they were going to work and maintain the line.

Witness.—Nothing at all, but there was an understanding that the Cork and Muskerry by agreement should work and maintain the line. That was the idea that was put before the Grand Jury.

36780. Was there an understanding that the Cork and Muskerry Company were prepared to construct the line?—There was not.

36781. Then, as a matter of fact, I suppose during the construction of the line they exercised a certain amount of supervision?—The Cork and Muskerry Company did not.

36782. Even though they were going subsequently to take it over and work it. Then the supervision of the line during construction, I suppose, was left to the gentlemen who were appointed by the Grand Jury to look after their interests?—That is so.

36783. And whom did they appoint?—The Grand Jury did not appoint anybody but the County Surveyor. He had power to supervise the whole thing. Then the promoters had their own engineer. They relied upon their own engineer to see the thing carried out properly.

36784. At any rate, the County Surveyor, on behalf of the Grand Jury was supposed to see that the works were carried out according to the specification?—Yes.

36785. Did he do so? You have no complaint to make that the line was not constructed according to the plans and specifications and subject to the supervision of the Board of Works. We have had evidence with regard to another line of its not having been constructed according to the specifications, and of great difficulties having arisen in consequence of that departure?—I believe the curves were allowed to be put in sharper than they were originally intended.

36786. When you say originally intended, do you mean there was any departure in respect to curves from the specification, or simply a fault in the original specification which subsequent experience brought to light?—I could not say, sir.

36787. The Cork and Muskerry line, I think, is one of the few light railways in Ireland that does fairly well?—Yes.

(*Examination of Mr. Aherne, J.P., resumed:*)

Mr. Aherne examined by Colonel Hutcheson Poë.

Mr. Michael Aherne, J.P., Chairman of the Donoughmore Extension Light Railway.

36788. Yours is one of the light railways that does fairly well?—It does.

36789. Its proportion of working expenses is only 79 per cent., and there are few in a similar condition?—Yes.

36790. Has the suggestion ever been put to them that they should contribute towards making good some of the defects which you have pointed out—they do not incur a very great expenditure?—No, I do not think so.

The responsibility for the working of the railway shared by the Committee of Management and the Cork and Muskerry Company.

36791. The matter has never been put before the Cork and Muskerry people?—No, they did not consider they had any liability in the matter.

36792. The Donoughmore line is under a Committee of Management?—Yes, appointed by the County Council.

36793. What does the Committee of Management consist of?—Six members.

36794. And are they responsible for the working of that line?—They are, to a certain extent; they supervise it.

36795. *Chairman.*—The Muskerry Company work the Donoughmore Extension?—Yes.

36796. *Colonel Hutcheson Poë.*—And I suppose the Committee of Management exercise a certain amount of responsibility and control as to the working of that line?—Yes.

36797. Have they any technical knowledge of railway matters?—I would not say they have technical knowledge; they have general knowledge.

36798. Has there been any improvement in the receipts of the line, or any economies in the working expenses since they undertook the control of it?—There has been a great improvement in the receipts for the first half of the present year.

36799. I was not referring to any particular year because the railway has been under their control for a considerable number of years?—Eight years. I have not those figures.

36800. I take it from the returns that we have here that there cannot have been very much improvement, because the average annual deficit on working expenses has been about £380 a year?—It is more and more every year, because the sleepers are all wearing out now.

36801. Of course if those sleepers had been properly put down in the first instance their life would still be good for some time?—Yes.

36802. At paragraph 11 on your proof you say the Treasury contributions amount to £17,911. I think that must be a clerical error?—The baronies and the Treasury.

36803. That is more like it. You repeat it twice.

36804. I should have thought it would have been even more. Has there ever been any profit on the working of that line?—No.

36805. If you take the maximum guarantee for which the Treasury are liable—which, I think, is £600 a year—2 per cent. on £30,000. Is not that so?—Yes

36806. As far as I can make out, there has never been a profit on that line, and they have paid that £600 a year every year since 1893?—1896 it is.

36807. Was not the line opened in 1893?—Yes.

36808. Was there any profit then?—No. They have paid it time after time.

36809. If that is so, their contribution alone for fourteen years would be something like £8,400?—Yes.

36810. £600 a year for fourteen years?—£8,400?—Yes.

36811. And during the same period the barony has levied not only £600 a year, but an average of, roughly speaking, £400 a year in addition to meet the deficit on working expenses; that would make their contribution £14,000?—Yes.

36812. So that the total contribution in respect of guarantee and working expenses has really been £23,000?—That is what it shows.

36813. That district is a poor district I fancy—the Donoughmore Extension district?—It is not a very rich district.

36814. It would entail a levy of something like eightpence in the £ in one barony?—And a shilling in the other.

36815. In the Donoughmore Extension returns they say that it is only 8¾*d.* in Muskerry; the average for five years has been 8¾*d.*, and in other baronies it has only been 2*d.*—how do you make out a shilling?—I do not think it has ever been so much as a shilling; I disclaim that altogether.

36816. That is the average for five years; I do not see how it could be a shilling, because, taking the loss at £383, it is considerably less than a shilling. I think you had better correct that if that is so.

36817. *Chairman.*—The Secretary gave us that information; I think he answered that question. (*To Mr. O'Connor*)—What is the rate in the £ that the ratepayers have to pay towards the deficiency on this railway?—In the inner area I believe it was about a shilling in the pound, and in the other areas sevenpence; it varies. Of course we cannot say all this lies with the County Council. They levy the rate, but with regard to the amount of money that has been lost in working expenses, which the Chairman has pointed out, it does not exceed £4,436. That is the shortage in working expenses.

36818. *Colonel Hutcheson Poë.*—That, of course, affects the levy?

Mr. O'Connor.—Yes.

36819. (*To Witness.*)—At any rate, whether it is ninepence or a shilling, that is a pretty heavy levy on a poor district?—Yes.

36820. I do not know whether you were in the room yesterday when a good deal of evidence was given with regard to another railway, the Schull and Skibbereen, that apparently some of the deficit on working expenses would have been saved if the line had been better constructed in the first instance?—Yes, I was.

36821. Does that remark also apply to your railway, that some of that deficit of £400 a year would probably have been saved if the line had been more efficiently constructed—the curves not so quick, and so on?—Yes, that is so.

36822. Have you made any representation to the Board of Works or the Irish Government with a view to getting any assistance from them?—No.

36823. The matter has never been put before them?—No.

Examined by Mr. Sexton.

36824. I understand that the line is worked at the actual cost?—Yes.

36825. How do you ascertain the proportion of the actual cost that is due to the repair of the line, the maintenance of the way. You say it is worked out on train mileage?—Yes.

36826. Can you say how you ascertain the amount of actual cost that is due to the repair of the permanent way; is it in proportion to the extent of the train mileage of the branch as compared with the whole train mileage—is it on the assumption that the repairs are of even cost over the whole system?—No.

36827. It really means, I suppose, the cost of the actual repairs?—There is a regular staff kept on the Donoughmore Extension Railway.

36828. Then I suppose the repairs would be the actual wages and cost of material?—Yes.

36829. The repairs would be the expense of the staff and cost of materials used?—Yes, I take it so. Then there are some repairs to the wagons and coaches.

36830. *Mr. Acworth.*—Have you got the working agreement there?—No.

36831. Has the Secretary got it?

Mr. O'Connor.—No, I have not.

36832. *Mr. Sexton* (*to the witness*).—This line was made on a guarantee by the Grand Jury?—Yes.

36833. And, no doubt, supervised by the County Surveyor?—It was, on the part of the Grand Jury.

36834. And inspected by the Board of Trade?—Yes.

36835. It appears to have been very badly made?—It would appear to my unskilled eye to be very badly made, at all events.

36836. Has it good gradients?—The gradients are not very difficult; it continues at something like 1 in 66 the whole way.

36837. The gradient does?—Yes.

36838. The curves are frequent and sharp?—Yes, the curves are very sharp and frequent for about two miles of the distance.

36839. But these could be got rid of by diversion of the line?—Yes, the rocks could be straightened.

36840. Without very great expense?—Without very great expense.

36841. As to the receipts and expenses, the receipts show a progressive tendency almost from the beginning?—Yes.

36842. With the exception of one or two years; but the expenses, for the reasons that you have stated, that is, the constant re-laying of this line, also show a very progressive tendency?—Yes.

36843. In the last half-year I think they rather tend to balance each other?—They do. The receipts were somewhat more.

36844. Do you see a prospect of a closer approximation of the receipts to the expenses in the future?—I do; for the reason I attempted to give a while ago, that we could run faster trains over the line.

36845. I notice here that the two turn-tables given to the line are both too small?—Both too small.

36846. There seems to have been great carelessness on the part of someone. Apart from the agriculture of the district, the creameries and the lime, are there any other industries likely to be developed, if you could offer a better service?—There is the lime. We have repeated applications for lime from the districts, and we have made a contract with Mr. Jennings to supply us with lime—as much as he can deliver a day. The difficulty is that we cannot take as much as we want, on account of the gradients and the curves at the end.

36847. Is there any industry of a commercial or manufacturing character in that district?—No.

36848. Looking at the great difficulty of getting grants for these purposes, the weakness of the district which endeavours to press its local case upon the Treasury, should you like to see the establishment of an Irish authority, with resources in its hands, to deal with this transit question as a whole, regarding general public interests as well as local needs, and acting without recourse to special levies on particular districts?—I think it desirable that there should be an authority of such a character; but I think there should be very great restrictions. I am opposed, I may say, to the central authority. I believe that local authorities can manage an undertaking of this character very much more to the advantage of the districts than any central authority could.

36849. When you need an advance of public money, should you consider the case more hopeful if there

The method of computing the actual cost of working and maintaining.

The faulty construction of the railway causes an increase in the cost of working

Receipts and expenditure show a progressive tendency.

The industries of the district served by the railway.

The creation of an Irish authority to direct the general policy of the railways advocated.

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was an Irish central authority, rather than having to come to the Treasury in London?—It would all depend upon the authority.

36850. No doubt; but you know the Treasury, and you know the course of finance in relation to Irish railways, and the difficulty of obtaining grants; "the auspicious moment has not come," they say, in regard to money. Do you take the view that an Irish authority would be more likely to provide the money, if it had the resources and Irish interests required it, than the Treasury?—I fancy it would.

An Irish authority more likely to provide money for extensions, etc., than the Treasury.

Examined by Mr. Acworth.

36851. You say that the Cork and Muskerry works at actual cost; but I gather you are not quite prepared to explain the way in which the accounts are worked out?—The Secretary will explain that.

36851A. You are not able to say?—No.

36852. *Chairman.*—If you want to clear it up, the Secretary is behind you.

36853. *Mr. Acworth (to Mr. O'Connor).*—How are the accounts made up?—The accounts are made out. There is a regular staff of men on the line actually for the necessity of keeping the permanent way in order, and the stationmasters. The wages of those men are charged to the Donoughmore line.

The working agreement with the Cork and Muskerry Company.

36854. Direct?—Direct. The receipts are worked out then on a mileage basis.

36855. You are credited with the mileage proportion of your own receipts?—Precisely.

36856. You are credited with the whole of the receipts for the local traffic, and a mileage proportion through the Muskerry line?—Precisely.

The division of receipts and the apportionment of expenditure.

36857. What about the rest of the expenditure?—The other expenditure would be on repairs of rolling stock. The Donoughmore Company contribute their proportion towards these repairs on the train mileage run, the train mileage run on the Muskerry and Donoughmore are totalled, and they are divided in proportion.

36858. And, I presume, the same proportion is applied to the cost of engine work and train work?—Precisely.

36859. *To the Witness.*—The general question I wanted to ask: You have no complaints; you are satisfied that they are treating you fairly?—The Muskerry Company.

36860. Yes?—Yes.

36861. You do not suggest that they are charging you too much?—No.

36862. It seems to me you are getting the work done pretty cheaply?—I think so.

36863. You say there are over 5,000 ordinary shares not guaranteed?—Yes.

36864. Those, of course, have not got a dividend?—They were never issued.

36865. Never issued?—3,000 of them. The other 2,000 were, but they make no use of them.

36866. For practical purposes, they were not spent on the road?—No.

36867. The contractor got them, but they were unsaleable; and the other 2,000 have never been attempted to be sold?—No.

36868. *Colonel Hutcheson Poë.*—It was 3,000, I think, according to the railway returns, Mr. Acworth.

Mr. Acworth.—I am taking it as he has it here, 5,000.

Colonel Hutcheson Poë.—In the railway returns it is 3,000.

Chairman.—That were issued?

Mr. Acworth.—Bradshaw here says 5,000, of which 3,000 are issued.

Colonel Hutcheson Poë.—That is right—3,000.

Mr. Acworth.—3,000 have been issued, but there was no cash paid for them.

Mr. Patrick Corless examined by the Chairman.

Mr. Patrick Corless, Fruit Exporter, Carrick-on-Suir.

36869. What are you, Mr. Corless?—I am a fruit exporter.

36870. Where?—At Carrick-on-Suir.

36871. What railways serve your district?—The Great Southern and Western and the Dublin and South-Eastern.

36872. You are not interested generally in the rates and charges for general merchandise, except for the fruit traffic, in which you deal?—Yes.

Suggested increase in the number of through rates for fruit traffic to England.

36873. Are you satisfied with the through rates that are in operation from your district to England? Have you through rates?—Yes, we have a number of through rates, but we have not as many as I would wish; we would like them to be more general than they are.

36874. I suppoes your trade is with England principally?—Yes.

36875. Any particular part of England?—I have confined myself chiefly to Manchester for the last five or six years; but last summer we extended it considerably.

36876. Have you through rates to Manchester, Birmingham, and those districts? There are districts where you have no through rates, are there not?—Yes.

Through rates with the North-Eastern Company long asked for, now about to be given.

36877. And you think that if you had through rates you could cultivate trade?—Yes.

36878 What particular district is it you refer to when you say you have no through rates; is it the North-Eastern?—Yes, chiefly.

36879 I think we have had evidence within the last two or three weeks that through rates had been arranged?—I have been hammering for through rates for a long time, and have not been able to get them.

Suggested extension of the special rates for fruit to Manchester to other English stations.

36880. Have you any recent correspondence?—Yes.

36880A. Recent?—Yes.

36881 How long since?—A few days back. I applied for a through parcels rate. I applied to the Great Southern and Western on September 20th.

Approach made to Great Southern and Western and London and North-Western Companies.

36882. Will you give us a case?—I wrote on September 20 as follows:—

"Dear Sir,—I beg to propose that the rate for fruit per passenger train be reduced from 5*s.* 10*d.* per cwt. to 4*s.* to all main line English stations for quantities not less than 2 cwt. We find the present rate a great hardship, considering our traffic is up to one ton nightly between all stations between Carrick and Tipperary. There is a rate of 4*s.* to Manchester, but we are anxious to extend our operations, and would urge that this rate be adopted for Hull, Sheffield, Leeds, and Blackburn immediately, and the same to be retrospective from September 1st, 1907."

That letter was sent to the Great Southern and Western and the London and North-Western Railway Companies.

36883. That was rather a big order, was it not?—It was rather a tall order, but we confined ourselves to four stations which we were actually working at the time. We want it more general than it is.

36884. Do I understand that you get a through rate to Manchester and not to Sheffield?—No. Of course there is the 5*s.* 10*d.* rate, that is the ordinary parcels rate.

36885. You wanted a special rate for fruit?—Yes.

36886. By passenger train?—Yes.

36887. You have not got the reduction that you asked for?—No.

36888. What do you say the rate is to Manchester?—4*s.*

36889. And where is the 5*s.* 10*d.* rate in operation?—To Leeds, Sheffield, and, in fact, most places. Liverpool has a rate of 3*s.* 9*d.*, but we were prepared to advance that to 4*s.* to get the rate applied to these stations.

36890. What have you to say about the passenger train service in your district?—Do you mean as to the number of trains?

36891. You say that there is much to be desired in connection with the passenger train service; what is it?—The regularity of the service is very bad. It is a rare thing to find a train in up to time within ten, fifteen, or twenty minutes.

36892. Are you dealing now with main lines or with branch lines?—I consider that the Waterford and Limerick ought to be a main line anyhow.

36893. You are referring to the Waterford and Limerick line now?—Yes.

36894. I suppose there are a sufficient number of trains; you do not complain of the number?—I think the number is good enough if they were only a little more punctual.

36895. With regard to 3rd class accommodation—I suppose that in the district in which you live the bulk of the traffic is 3rd class?—Yes.

36896. In fact, I suppose that is the case all over Ireland?—Yes, it is.

36897. The 3rd class accommodation on the main lines, from what I have seen of it, appears to me to be very good?—Oh yes, they are coming along a bit. But occasionally we get carriages which are not up to the mark; I think it is time they did away with them.

36898. I am afraid you would find that everywhere. Then with regard to goods trains generally; I see you make complaints against goods trains. I suppose there is a regular service of goods trains established on the line—a fixed service?—Yes, there is.

36899. And it is sufficient for the requirements of the district, I suppose?—I think so. But what we take exception to is this. If we consign fruit parcels at the 5*s.* 10*d.* rate, practically we only get the same service as if we sent them at goods rate of 40*s.* a ton, up to a certain point.

36900. I do not see what you mean. 5*s.* 10*d.* is the passenger train rate?—Yes. To all intents and purposes, if we were to consign our traffic by goods train at the goods rate of 40*s.* per ton, which is slightly over one-third the passenger train rate, we should get practically the same service.

36901. *Lord Pirrie.*—You would get practically the same service?—Yes.

36902. Then why do you not do it?—We have to adopt the passenger train service to try to obtain a little more security for the traffic. One of our consignees at Leeds wrote on September 19: "Blackberries arrived at noon. Can you not arrange for them to come six hours earlier; they would make more money." We adopted his suggestion, and on September 21 this is the report from the same correspondent with regard to the consignment: "Although these forty-eight have arrived as passenger traffic, they came by exactly same train as if they had come goods rate, so do not advise you to pay advanced charges."

36903. *Mr. Acworth.*—The previous lot that arrived at 12 o'clock had been sent by goods train?—Yes. The next lot we sent by passenger train, and this is his comment.

36904. *Chairman.*—Have you had any occasion to apply to the Railway Commissioners in connection with your business?—I have had serious complaints against the Great Southern and Western Company from time to time. The story is a long one. I have not given the details of it in my abstract, as I thought I could deal with it better verbally. I made application in 1901, through the Department, that my case should be brought before the Railway Commissioners, and their reply practically amounted to this—that because I was not a corporate body or a County Council they could not interest themselves in my behalf.

36905. What was the nature of your complaint?—I started this business in 1901. I came from Manchester to start this fruit exporting business. Prior to leaving Manchester I had been in correspondence with Mr. Bell, the Superintendent of the Great Southern and Western, with regard to the rates. At the time these rates varied between Carrick-on-Suir and Tipperary between 4*s.* and 4*s.* 9*d.*

36906. *Mr. Acworth.*—To where?—To Manchester. After some correspondence I secured a general rate of 4*s.* from all these stations to Manchester. I did not at the time make any direct application for goods rates; I thought that would come up in due course, and the fruit I intended to ship, which are called bilberries, I intended to consign by passenger train. Blackberries would more or less go by goods service. After giving up my business in Manchester, the Great Southern and Western people wanted to stop my industry altogether. On three or four occasions their district superintendent came up and threatened to refuse to take the traffic, although it had been practically arranged with Mr. Bell before I came over from Manchester. I had a great deal of annoyance with them. I was supplying fruit at six stations. From one station, Kilsheelan, I had to bring the fruit by a train leaving Kilsheelan somewhere about half-past seven and take it on to Clonmel to send it to Manchester. That train did not stop at Kilsheelan. My traffic out of Kilsheelan represented something up to 8 or 10 cwt. each evening, but they would not stop the train to take it up, although they would stop the train for a passenger who would be prepared to go, perhaps, to New Milford, and would not pay the Company probably one-quarter the amount that my traffic was worth. On one occasion the district superintendent came up and distinctly refused the traffic. I told him, "If you do that it will pay me better than sending it to Manchester. I have been in correspondence with Mr. Bell in respect to it; he is fully cognisant of the traffic; as a matter of fact the traffic has not approached the dimensions I put before Mr. Bell, and if he or the Great Southern and Western Company thought that they would not be able to deal with the traffic they had no right to entertain it at all." As a matter of fact, I had something like 130 baskets on the station, and he distinctly threatened not to put it on the train. I said, "If you leave it there it will pay me better than sending it to Manchester." After a good deal of argument, the fruit was put on. Again, he came up on the following day with further threatening, saying he had instructions from Mr. Bell that he was to refuse the traffic. I said, "If you think you can do that, you had better do it; it will pay me better than shipping it to Manchester. If you think your powers carry you that far you are at liberty to refuse the traffic." Then he began to talk about the Great Western would not do this and that. I said, "That has nothing to do with me; you have to take the traffic; you are bound to take it; there is no law to support your contention that you can refuse it while you have your offices open to receive parcels at parcels rate." They took the traffic for a couple of days, and then he asked me if I would see if I could do something with the Great Western, who were complaining of the difficulty of loading the traffic in a short time. I put myself in communication with the Great Western Company and obtained a concession from them that very few shippers in Ireland, or, I might add, in England, could obtain; I got the Great Western Railway Company to extend the time of departure of their boats by fifteen minutes to suit the convenience of the Great Southern and Western Railway. Still that did not satisfy them. On August 15th I had up to 600 packages of mushrooms purchased between Tipperary and Carrick-on-Suir. I think the fruit totalled on several nights between 250 and 500 packages; the traffic was dealt with chiefly by myself and my agents; we gave the Company practically no trouble about it; we loaded it and put it in the vans, and dealt with it from beginning to end. On this particular night, August 15th, I had something over 500 baskets of mushrooms. There had been an excursion to Bansha that day for some sports or something of that sort, and the train that evening was forty minutes late arriving at Waterford. 120 packages of mushrooms were put on board. The Great Western Railway Company carried out their undertaking with me, for practically it was an undertaking; they waited until fifteen minutes past ten; then as soon as it was fifteen minutes past ten, they hauled up the gangway and left the balance of the mushrooms behind. The Great Southern and Western Company, or their representatives at Waterford, knew where I was, they knew the business I was carrying on, they knew that the stuff was lying there; they let it lie there until Friday came, knowing at the same time they could not give me a service into Manchester to have that stuff sold. It was not attended to until Monday morning. I applied to the Company for compensation for the loss, but I could get no satisfaction from them; they declined the claim. I sued them in the County Court. It cost me between £70 and £80, and I was defeated on the technical point of whether they were supposed to carry the traffic *via* the port of Dublin. The Judge said he was not in a position to decide that. Unfortunately, I was not in a position to carry the case to the Court of Appeal, and had to let it stand. I started to ship blackberries in September——

36907. This year?—No; in 1901.

36908. *Chairman.*—Is this a story of 1901?—Yes.

36909. I thought it was this year?—No; it is worse this year.

36910. Can you not come to this year? It seems a long way back. These are personal grievances against the Railway Company; there has been a law-suit resulting from them, and you lost?—Yes;

Complaint as to Great Southern and Western Company not providing proper facilities to encourage Irish wild fruit traffic to England.

Traffic refused, but subsequently taken by Great Southern and Western Company.

Complaint of delay to a consignment of mushrooms at Waterford, and refusal by the Great Southern and Western Company to pay compensation.

Legal proceedings taken against Company.

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but I am coming to the question of rates and facilities between the railway companies and the obstruction created by the Great Southern and Western Company.

36911. Can you not give us something more recent?—The most recent I have is my application for a parcels rate between Carrick-on-Suir and Tipperary and cross-Channel stations. I have already read the letter I sent to the Great Southern and Western Railway; I have their acknowledgment of that letter here.

Delay on the part of the Great Southern and Western Company in arranging through parcels special rates from Carrick-on-Suir.

36912. You asked for the rate to be reduced to 4*s.*?—Yes.

36913. And they have not agreed to it?—No. This is their reply.—"I have your communication of the 20th inst. . . ."

36914. *Mr. Acworth.*—From whom is this letter, and what is its date?—It is from Mr. Bell.

36915. *Chairman.*—Who is Mr. Bell?—The Superintendent of the Great Southern and Western Railway.

36916. Passenger Superintendent?—Yes.

36917. Just read the letter?—It is dated September, 24th.—"I have your communication of the 20th inst., proposing a rate of 4*s.* per cwt. for fruit between all stations from Carrick to Tipperary, with Hull, Sheffield, Leeds, and Blackburn, and regret that I cannot see my way to put the figure named in operation, as I consider it rather low, but I will take up the matter with other interested companies, and endeavour to arrange suitable reasonable rates. —Yours truly, J. H. Bell."

36918. That seems fair, does it not?—I called at their offices on October 3rd in connection with my application for these rates, and they made all sorts of excuses, with regard to the strike, and everything else, and said they could not see their way to reduce the rate. Mr. Bell's representative put some figures before me which did not suit me; in fact, the lowest suggestion he made was 4*s.* 6*d.*, while Hull he left standing at 5*s.*, which was practically useless to us. On my return home I wrote to them as follows:—"Adverting to our conversation of the 4th *re* passenger rates, I beg to confirm the statements I then made that any rate exceeding 4*s.* for lots of 3 cwt. are of no value to us. I am more than convinced that my suggestion ought to meet the case fully, viz., a maximum rate of 4*s.* for 3 cwt. lots to any station; a maximum rate of 4*s.* 6*d.* for 2 cwt. lots to east coast and east counties stations, and 5*s.* for 1 cwt. lots; a maximum rate of 4*s.* for 2 cwt. lots and of 4*s.* 3*d.* for 1 cwt. lots to western coast and western counties' stations."

Unsatisfactory suggestions as to rates made by company.

36919. They did not agree to those?—They wrote: "With reference to your undated letter, which I received this morning, I beg to herewith return your receipts—" . . I had shown him the receipts for the traffic we were giving to their Company, of 17 and 18 cwt. of parcels at 5*s.* 10*d.*, to show that we were not asking them for special rates without giving them satisfaction that the stuff was there. . . —"for sight of which I am much obliged. I regret that I am not yet in a position to advise you regarding rates to cross-Channel stations. Reverting to your letter of the 5th ult., I did not accept it in the light of a proposal of rates, as you only suggested figures which you considered might be proposed. The figures which you suggested are very low; and more than one Company regard them as unreasonably low. In addition, you did not detail any particular stations in your letter just referred to, and it is unreasonable to ask any Company to arrange rates with the thousands of stations embraced in the districts mentioned by you, when you could not under the most favourable circumstances hope to have a traffic with the majority of such places." That was not the purport of my letter at all. I asked for rates to Hull, Sheffield, Leeds, and Blackburn, and they replied on the 24th acknowledging the letter. Now they state that we did not make any specific application at all. The point I want to come at is this, that I am under the impression, and that very strongly, that had that application for rates applied to any station on the Great Western Railway they would have been put in force.

Correspondence with the company.

36920. You mean to say that they favour the route by the Great Western rather than from Dublin?—That is the position.

36921. That is your idea; that is what you say?—Yes.

36922. Whereas for Sheffield and other places the best route is through Dublin?—Yes.

Examined by Lord Pirrie.

36923. How much traffic have you in the year from Carrick-on-Suir? That is the principal station that you send from, is it not?—From practically all principal stations.

36924. But you mentioned the figure of 10 cwt. a night. I did not know whether you meant roughly 156 tons a year?—No; it is only for the season.

36925. The season?—Yes; our season lasts about three months.

36926. You only want a rate to cover you during the three months?—Yes.

36927. During the three months do you send 10 cwt. a night on the average?—An average of 2 tons a night. That is out of Carrick alone; we work seven or eight places altogether.

36928. Then your traffic is a considerable one?—It is. Last season we turned out up to 110 tons of fruit.

36929. In the three months?—Yes.

36930. *Chairman.*—By passenger train?—No; mostly by goods train. We were applying for parcels rates this year to try to extend the business and not be confined to Manchester.

36931. Your seasonal traffic last year was about 110 tons altogether?—Yes.

36932. What was it six years ago?—That was the point I wanted to lead up to. During the first year I started up to the time I was suspended, by the absence of through rates *via* Dublin, I put out over 6,000 packages of whorts, each containing 7 lbs.

36933. How does that compare in tonnage?—That would work out at 26 or 27 tons.

36934. *Lord Pirrie.*—28 tons; that is seven years ago. Now you have worked the traffic up to 110 tons?—Yes.

36935. If you got the rate you have yourself suggested to the Railway Company, would your traffic increase, and if so by how much do you think it would increase?—I will not say anything about the increase of traffic, but it would have increased the receipts of the Company. This year we have met with disappointment over the weather. Although we had upwards of nine places out of which we were shipping fruit, I do not suppose that, altogether, we approached last year's total.

36936. This year was not equal to last?—No.

36937. *Chairman.*—The weather was against you?—Yes.

36938. *Lord Pirrie.*—What was passing through your mind when you said that reducing the rate would be beneficial to the Railway Company. I want to get that cleared up. You said that if the Railway Company reduced the rate the Railway Company would be better off. How would it be better for the Railway Company if it did not increase the traffic?—We are bound to increase the traffic. You asked me how much we would increase it, and that I could not say definitely, because I have not control of the weather and so on.

36939. But you answered the question very distinctly that it would be better for the Railway Company if they reduced the rate?—Certainly, because we would be inclined to send our traffic by passenger service instead of by goods.

36940. You mean that they would get the higher passenger rate?—If the Railway Company would meet your view you would send all your traffic at passenger train rates?—To a great extent.

36941. They would get the passenger service rate instead of the small rate which they get for goods?—Yes.

36942. But, as far as the amount is concerned, the number of tons, you do not think that that would be increased very much?—Oh, yes. I formed a company last year with the main intention of considerably increasing the business in the South of Ireland between Waterford and Fermoy.

36943. In all kinds of fruit would that be?—The same class of fruit.

36944. Mushrooms and blackberries?—Wild fruit, in particular.

36945. Does that wild fruit give a large amount of employment in the neighbourhood to girls in pulling it? What sort of labour do you employ?—Women and girls, generally.

Mr. Patrick Corless, Fruit Exporter, Carrick-on-Suir.

36946. Is it of importance to the district to get work of the sort?—It is.

36947. Have you any manufactures there?—We have no manufactures.

36948. Therefore, to a large extent, this trade of yours is keeping the girls at home and giving them good healthy work?—Yes.

36949. *Lord Pirrie.*—Have you ever applied to the Department of Agriculture to assist you?——

36950. *Chairman.*—He told us that he did, and that they replied that, as he was only an individual, they could not take the matter up?—Because I was not a County Council or a Corporation.

36951. That was the reply?—That is what it amounted to.

36951A. *Mr. Sexton.*—The law says that public bodies may complain, but it does not say that private individuals may not.

36952. *Lord Pirrie.*—You applied to the Railway Commission, did you not?—No, to the Department; I put the whole matter before the Department, telling them what I had gone through and what I had suffered at the hands of the Company.

36952A. *Lord Pirrie.*—You wanted them to bring pressure to bear on the Railway Company?

36953. *Chairman.*—You wanted them to take the matter up before the Railway Commissioners?—Yes.

36953A. *Lord Pirrie.*—That is not the question I was going to ask.

36954. Have you ever tried to get the Department of Agriculture to assist you in the way of developing the wild fruit industry in that particular healthy district of yours?—I do not think they are able to.

36954A. *Lord Pirrie.*—That is not the question I asked.

36955. *Chairman.*—You have never applied?—Yes, we have.

36956. *Lord Pirrie.*—If they put down fields of blackberries or wild strawberries, or assisted in that way, would it not be beneficial to the neighbourhood?—Yes, it would, but I do not entirely agree with their method with regard to the development of the fruit industry; I am opposed to it.

36957. You know that they do a great deal of work with regard to the raising of hens, the making of butter, and that sort of thing?—Yes.

36958. But they have never come to the assistance of this particular trade?—No, not the wild fruit trade, so far as we are concerned. I believe they have done it in other districts.

36959. You take very strong exception to the railway companies' mismanagement; you suggest that the managers are not left alone, and that the directors require to control every penny. Have you any evidence to justify the suggestion that the managers want to do certain things and the directors prevent them?—It would practically entail my going over the whole of the period of my seven years' work. I know that when I have interviewed representatives of the Company I have put to them some rather pointed questions, and I have known by the embarrassment I have put them in that they were not in a position to answer the questions I put.

36960. In other words, you mean to say that the manager who is supposed to be there to come between you and the directors has not the power to settle anything with you?—No.

36961. That is what you mean?—Yes.

36962. And that there should be more latitude given to the managers, or else the directors should do the work themselves?—The managers ought to manage or else leave it alone.

Examined by Colonel HUTCHESON POË.

36963. With reference to that particular consignment of mushrooms in August, to which you referred, I gather that you not only lost the value of three-fourths of the consignment through its being left on the quays at Waterford owing to the train being late, but that in attempting to get some indemnification from the railway company for the delay, and in pursuing them from one court to another, you incurred a further loss of £80?—Yes.

36964. What was the actual money value of the mushrooms lost?—About £35.

36965. So that in virtue of an express undertaking on the other side of the water that they would take your traffic at certain rates you sent them a consignment worth about £60; owing to delays in the railway service on your side of Waterford a part of that consignment was left behind; and when you tried to get some restitution for the delay you were put to another loss of 50 per cent more than the original value of the goods?—Yes.

36966. You say that the railway company sheltered themselves behind the excuse that they were not bound to take them *via* Waterford?—*Via* Dublin; it was consigned *via* Waterford and Milford.

36967. And they said, what?—They put in the defence, first, that the goods were sent at owners' risk; secondly, that they were not bound to send them *via*——

The owners' risk rates an indemnity to the railway company in case of claims.

36968. Still, even at owners' risk, the railway company are responsible for delay, or such delay as renders a consignment practically worthless, are they not?—I do not know what they are really responsible for sometimes.

36969. Do I understand you to say that these rates which you wish to have put in force *via* the North-Western system to Sheffield, and other places, are at present in force to towns situated about the same distance apart on the Great Western system?—No, not so far as parcels traffic is concerned, but goods traffic. We have had rates fixed over the Great Western system in one case in seven days from making the application, and this has been going on since September 20.

The Great Southern and Western Company expedite the fixing of through rates *via* Rosslare rather than through Dublin.

36970. Do the rates *via* the Great Western system, *via* Rosslare, compare advantageously with the rates fixed to towns on the North-Western system for similar distances?—Yes.

36971. In other words, they are dearer on the North-Western system to towns similarly situated as regards distance?—No; I think the advantage is with the North-Western.

Suggestion that the Great Western Company are subsidising the Great Southern and Western Company to divert goods to the Rosslare route.

36972. I thought that your argument was that they favoured traffic over the Great Western system to encourage the Rosslare traffic at the expense of traffic going to Dublin *via* the North-Western; I do not know whether I am right in that?—The idea I have of this question is that the Great Western Railway Company are paying the Great Southern and Western Railway Company a proportion of the rate between stations in the South of Ireland and Dublin for that traffic which passes over their system *via* Rosslare.

36973. Somebody must be losing by it, either the Great Western or the Irish system; it would not be the Irish system?—No.

36974. Was not the effect of the judgment given the other day by the Railway and Canal Commissioners in Dublin, that similar through rates were to apply for similar distances to all traffic passing either *via* the Dublin and South-Eastern or *via* the Great Southern and Western, *via* Rosslare, or *via* Dublin—I think that that is the effect of the judgment?—They are a long time putting it into force.

36975. But that would remove any grievance in that respect in the future, would it not?—Yes.

36976. You are an Englishman who came over to Ireland some six or seven years ago with the hope of developing or creating an industry which practically was non-existent; is not that so?—It had been worked somewhat indifferently for a number of years.

36977. But not to any extent?—Not to any extent; my father had encouraged consignments of whorts.

The railway company alleged to have impeded the development of the wild fruit industry.

36978. And your experience is not likely to encourage other gentlemen in your position, and of your nationality, to come over to Ireland and try to start other industries?—No, it is not.

36979. The difficulties you have encountered have been entirely at the hands of the railway company?—Yes.

36980. Did I understand you to say that in one particular instance you actually shipped, or put on rail, at Kilsheelan, blackberries for Clonmel, and they actually came back to Kilsheelan, on their way to Waterford?—Yes.

Unsatisfactory transit arrangements instanced.

36981. *Chairman.*—They were carried by passenger train, which did not stop at the station?—The passenger train to Waterford did not stop at Kilsheelan; they put a penalty on bringing the traffic up; they would not allow me that concession——

36982 Excuse me, did I understand you to say that they would stop the train to take up a passenger?—Yes.

36983. *Colonel Hutcheson Poë.*—In fact, you shipped your traffic from Kilsheelan to Clonmel, five or six miles, and then it came back that five or six miles and went on to Waterford?—Yes.

36984. And, according to your statement, the same company would stop the train at Kilsheelan to take up one passenger?—Yes.

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36985. I suppose the value of your consignment represented certainly as much, if not more, than the passenger?—Oh, yes.

The efforts made by the Department of Agriculture to redress traders' grievances.

36986. I see you have a very strong remark here about the Department of Agriculture. In answer to Lord Pirrie, you said that you had brought one complaint before the Department, who replied that owing to your not being a public body, they could not entertain it. And you say in your abstract: "As to the Department of Agriculture, it is the most useless institution in existence, as far as traders are concerned," and so on. You must know that there have been a great many individual complaints of traders taken up by the Department, and that they have resulted in substantial redress being afforded. Of course, in regard to going before the Railway and Canal Commission, you know that there is a provision in the Act which enables local authorities and local bodies to intervene on behalf of traders, and to pay the costs in certain circumstances, but that has nothing to do with the Department. The Department can intervene on behalf of any one individual, and has done so very successfully. Have you not had friends yourself who have invoked its assistance and derived benefit therefrom?—No. I was a stranger in the country.

Reference made to the wild fruit industry in the report of the Department.

36987. But you are not a stranger now; you have been here six or seven years. I think if you will look at the returns of the Department, where they give chapter and verse of the complaints they have investigated, you will see that in many cases—and it is becoming more so every year—their action is successfully invoked?—Would you listen to me for a minute? The report last year contained a statement that a shipper in the South of Ireland who shipped large consignments of fruit in second-hand baskets lost more shillings than he gained pence. That was directed to me, because I am practically the largest shipper of wild fruit in Ireland—or my Company is now.

The type of non returnable fruit packages recommended for use by the Department.

36988. That was published in the Department's report?—That was published in the Department's report. I shipped last year three times the quantity of stuff that we have done this year, and I had only one claim against the railway company, for a matter of £4. This year, on the recommendation of the Department, we adopted new baskets. The inference made by one of the representatives of the Department was that the railway companies threatened to increase the rates unless new baskets were adopted. Further than that, that they were declining to pay any claims made for fruit shipped in second-hand baskets. I may mention that these baskets that I am referring to as second-hand baskets are baskets used by the Germans in shipping the same class of fruit from Hamburg into the English ports; I used to buy them in Manchester, and have them sent over to Ireland to work my traffic over to Manchester. At the instance of the Department, we adopted the new baskets, which they recommended, and our claims for loss, damage and delay amounted to £146 for our season's working.

36989. This year?—Yes.

36990. *Chairman.*—As against £4.

36991. *Colonel Hutcheson Poë.*—£4 with the German baskets?—Yes.

36992. *Mr. Acworth.*—Delay could not touch the question of baskets?—No; it is damage, as a matter of fact. The point I wish to raise with regard to the Department is this. The representative of the Department stated that the companies would increase the rates. I am very much afraid that they will. I have not had as much claimed during the whole seven years of my trading as I have had this year, practically all resulting from the baskets; they are not up to the standard required by the trade, in this sense, they are not the idea. I am one with the Department in regard to new baskets, but the question of non-returnable empties, which is the main feature, has not been worked up to the point of perfection which would encourage the shipper in regard to Cross-Channel traffic with interior stations.

The specimen packages, etc., produced before the Commission by the Department.

36993. *Colonel Hutcheson Poë.*—We have had evidence from several officials of the Department engaged in the fruit industry; they produced the different kind of boxes, casks, barrels, and so on, for our inspection, and according to their evidence since the traffic has been carried in these baskets, it has been carried much more efficiently, and with much less loss to the trader; also, that owing to the cheap cost of production of these baskets, casks, and so on, they were not worth returning, and they could afford to supply them to the different traders at very low prices, and so do away with all the trouble of returning empties and so on. You do not agree with that evidence apparently?—The exception I take is to the Department's remarks with regard to my traffic last year and how it has worked out this.

36994. I understood from these officers' reports that they based the description of package, which they recommend very much, on the packages in use on the Continent; I think they said that they worked them out from those and rather improved upon them, according to their idea?—The Continental package will stand 500 lbs. pressure.

36995. In other words, you prefer sticking to what you had before?—It is not a question of which I prefer at all; the difficulty is with the railway company and the condition in which goods arrive when shipped in the new baskets across Channel, unless some arrangement can be made with regard to handling and transit.

36996. Better handling?—There are several points in connection with the transit. For instance, if we ship at the 40*s.* rate we can ship at company's risk; but if we pay the 5*s.* 10*d.* parcels rate it is owner's risk. Another point is that if we consign fruit from Carrick by goods train we can have it put into vans and it is not dealt with until it gets to the North Wall, and it goes at the rate of 40*s.* a ton. The rate for fruit in tubs is 28*s.* 4*d.* But fruit sent by passenger train at 5*s.* 10*d.* per cwt. is first handled at Carrick; it is then thrown out at Limerick Junction; then it is handled again when it is put into the wagon. Of course that all has a very detrimental effect upon it; it cannot possibly arrive in good condition when it is being handled about like that.

36997. Then I gather—probably you will agree with me—that under present conditions, where traffic has to be handled by so many different hands, different railway companies, steamers, and so on, it is hopeless to expect that traffic will ever get such careful handling as to admit of these very lightly-constructed boxes being profitably used; is that your view? Do you think it is possible to expect that they will ever bring about such a state of things on the different carrying companies that their employees will handle goods with such care that they can practically carry them in these lightly-constructed boxes?—In the second year that I started this industry I put a proposal before the London and North-Western Railway Company with regard to the construction of crates for the carriage of the traffic, not so much with a view to its safety as with a view to facility of despatch, and the London and North-Western Railway Company were prepared to construct these crates at their own expense and carry them backwards and forwards between Manchester and North Wall if the Great Southern and Western would on their part carry them down to Carrick, and Clonmel, and Tipperary. But the Great Southern and Western declined to do it, although I believe they really should have been the first to adopt it.

36998. Was it put before them by the London and North-Western Company?—No; it was put before them through me; I had the management of the thing. I approached Mr. Neale about it.

36999. And I suppose you intimated to him that the London and North-Western Company, on their part, would agree to these conditions?—Yes.

37000. That is a case where I think the intervention of the Department might very usefully have been employed; an English company were prepared to give you a great advantage and concession, in your opinion, but it apparently came to nothing, owing to the difficulties raised by the Irish company?—I am looking forward to the Department's being able to sustain our claims now.

37001. Have you formed any views, or can you make any suggestions as to how the present management of the railways could be improved?—I think the only system required with regard to improving the conditions is a special court for dealing with all these questions with regard to rates, claims, and differences between the public and the companies.

37002. I meant more with regard to any alteration in the existing conditions of the railway system, either amalgamation or public ownership, either under the State or under a national authority?—I am satisfied that you cannot improve the present condition; It is only a matter of getting away with some of the detail.

37003. The system of private ownership, you mean, in the case of a number of companies, is the best?—Yes.

37004. Do you take that as a broad principle applying generally, or would you make any exception with regard to amalgamating some of the smaller lines, especially in the West of Ireland?—No. I would advocate that some of the smaller lines should be subsidised and given a chance of pushing on.

37005. Who should subsidise them?—The Government.

37006. I meant little lines, such as the Schull and Skibbereen; there are ten or twelve in the Cork and Bandon system alone?—I would advocate in such cases that they should be amalgamated, but I do not think that they should be merged in the Great Southern and Western, say.

37007. You would leave the Cork and Bandon Railway to take charge of those ten or twelve subsidiary companies?—Yes; make one or two good companies of them.

37008. How many other companies would you propose to leave. The Great Southern and Western, I presume?—I have nothing to say against the Great Southern and Western; we fight, there is no doubt about that; but we could pull along sometimes.

37009. Practically, if you amalgamate these smaller lines in the West, you would leave the Great Southern and Western and the Dublin and South-Eastern in possession of the Southern part of the country?—Yes.

37010. With regard to the Northern part of the country, would you propose to merge the Cavan and Leitrim, the Clogher Valley, the Sligo and Leitrim, and other lines, in the Great Northern?—No.

37011. You would let them have a separate existence?—There should be a greater number of competitive companies in Ireland—that is, of larger companies. There are too many small insignificant companies; they are not railway companies, when all is said and done.

37012. What would you do with these small companies?—I would merge them into one company and let them run competitively with the Great Northern. Practically the country is lobsided; it is all on the east coast. You want to develop the west coast, and open it up in the same way.

37013. Would not that development be more likely to come about, in your judgment, if the railways were in the hands of one powerful company, than in the hands of nine or ten small weak companies?—I do not think so.

Examined by Mr. ACWORTH.

37014. I was rather surprised at your conclusion. The Great Southern and Western is not so bad after all?—You have these things to contend with in business.

37015. Undoubtedly. And when you get a Government Department like the Board of Agriculture, they do not altogether come up to your desires, do they?—No; they do not.

37016. But after all, I gather that in spite of your difficulties you have had a satisfactory growth of business?—Oh, no; it has not been a satisfactory growth at all.

37017. Not all that you could wish?—No.

37018. But a substantial growth?—If there has been it is the result of my own application, and not of any assistance I have received.

37019. Quite so, and I congratulate you upon it. But the faults of other people have not prevented the business from growing; let us put it in that way?—I must admit that since I came to Ireland I have got the goods rates reduced. My contention is that if the industries are there the railway companies will give way, but you cannot expect them to work for nothing.

37020. You have got the rates reduced, and you have got the facilities improved, and there is fair hope, from the letters you have read, that you are going to get further reduced rates?—I will.

37021. Not all that you would like, perhaps, but you are going to get a good deal—4*s.* 9*d.* instead of 5*s.* 10*d.*, and that sort of thing?—Yes.

37022. That is not so bad, is it? You hope your traffic will increase still further?—Yes, it will.

37023. Is not that all rather satisfactory than otherwise?—What I complain of chiefly is the slow way they go about things. For instance, I have been hammering away for that reduction for the last two months. The point I want to come at is that I am rather inclined to think that the Great Southern and Western are standing out of that rate in order to let the year run out, and I will be blocked for any retrospective rebates.

37024. That may or may not be?—That is the inference.

37025. Anyway, you would like things to move more quickly?—Yes.

37026. You come from Manchester?—Yes.

37027. And Manchester is a pretty busy commercial place?—Yes.

37028. Now, you have gone to a country place with no manufactures, do you find your neighbours, the working people of Carrick-on-Suir, quite as brisk as they are in Manchester?—No, they are not quite as brisk.

37029. You find a natural difference in the climate, do you not, between the busy commercial place and the country place?—Yes.

37030. And it extends to the railways?—Yes.

37031. And I expect it extends to the porters?—It does.

37032. You do not expect to get as smart a porter as you get in Lancashire?—They could be made smarter than they are.

37033. No doubt you are improving them; you are making them sit up. You do not want any drastic alteration made?—No.

37034. You could put up with the Great Southern with the improvements you hope to introduce?—Yes.

37035. If you get that you hope your trade will develop?—Yes.

37036. And that is, you think, what we ought to work for?—That is my idea.

37037. Do you know that you have a right to propose a through rate to the Railway Commission without incurring any expense?—Yes, I know that.

37038. If you wrote to the Railway Commission and said that you proposed such and such a rate, and sent to the Railway Company a copy, unless the Company took objection, the rate would come into force as a matter of course?—The companies would not allow it.

37039. The Commission would allow it unless the Company could make a good defence?—They can always make a good defence.

37040. You have a rate of 3*s.* 9*d.* to Liverpool?—Yes.

37041. Blackburn is not more than twenty miles beyond Liverpool, I should think? No, I do not think it is.

37042. By the Act of Parliament, the maximum they could charge for a cwt. of blackberries for twenty miles would be 8*d.* If you were to suggest to the Railway Commission that the rate to Liverpool was 3*s.* 9*d.*, and that for twenty miles further, allowing the maximum power, it would be only 4*s.* 5*d.*, I think the Railway Company would have a very awkward case to meet?—I have not pushed matters as far as I should have done, because it has been the height of my season, and that is what I take exception to; these questions of rates crop up probably just at the time you want the rates. For instance, I could have sent maybe several tons of stuff to Hull.

37043. Clearly, it is of great importance to you to get the rate to-morrow?—I want it at once.

37044. And the Railway Company, having a hundred other things besides blackberries to attend to, keep you waiting, and you feel it very hard; that is human nature?—Yes.

37045. On the other hand, if you were a railway company, and had all your men striking or likely to strike, you would think that more important than blackberries, would you not?—Yes.

37046. You cannot blame the Railway Company for takings things in their turn, can you?—I think they have enough assistance to deal with questions of rates while other departments look after the strike.

37047. Still there are other things; I only named strikes because you mentioned them yourself. They have other rates to settle?—Yes.

37048. I suggest to you, if they are not quite as quick as you think they ought to be, try the effect of exercising your powers under the Act. Do you know the Act?—Yes.

You try if you cannot do it that way. Perhaps you will find that you will get what is necessary more quickly that way than by the other.

Nov. 13, 1907.

Mr. Patrick Corless, Fruit Exporter, Carrick-on-Suir.

The necessity for more expedition on the part of the railway companies in arranging matters with the public.

The privilege of traders to propose through rates to the Railway and Canal Commissioners.

Alleged loss of trade arising from the Company's delays in arranging rates.

Nov. 13, 1907.

Mr. Patrick Corless, Fruit Exporter, Carrick-on-Suir.

Examined by Mr. SEXTON.

37049. You want to get a through rate and the railway company refuse to give it you?—Yes.

37050. It is suggested that if you go to the Railway Commissioners all will be made right. But if the Railway Company first refuse a through rate, will they not oppose you before the Railway Commissioners?—They may not take that step, assuming it is a suggestion of a 4*s.* 5*d.* rate. Assuming you make an application for a rate they are not going to fight you before the Commission perhaps for 2*d.*, and that might be the only difference there would be between myself and the Company.

The expense of proceedings before the Railway and Canal Commissioners debars individual traders from seeking their help.

37051. But the rate would be a permanent rate and might apply to a considerable trade. The Railway Company, having considered the matter, and refused to grant the through rate, is not the probability in favour of the view that they would not concede it simply because you went to the Railway Commission? Would it not be open to them to engage a heavy bar and fight the matter out?—They would do that, I have not the slightest doubt.

Mr. Acworth.—My suggestion is that they would not care to fight what would probably be a losing case.

37052. *Mr. Sexton.*—My suggestion is that if they refused the concession to the trader they would oppose it before the Railway Commissioners, because the effect of yielding without a struggle would be to multiply demands; it would spread the impression that after refusing the trader they would yield to the Railway Commission, and such a view, if generally entertained, would prove so inconvenient that they would be much more likely to fight?—I quite follow you there.

The several public Departments concerned in railway matters useless to the ordinary trader.

37053. I gather from you that the different agencies in existence for tempering the wind to the trader are of very little use. The Board of Trade, the Railway Commission, and the Department of Agriculture—you think they are of very little use?—They are to a man who is not a capitalist.

37054. To the ordinary trader?—To the ordinary trader; he has not a chance with them, and they know it.

Refusal of the Department of Agriculture to take action on a complaint against the Great Southern and Western Railway Company of refusing through rates.

37055. In fact, does it come to this, that if you cannot yourself get what you want from the Railway Company you have practically no redress?—Not a bit.

37056. What was it exactly that you wanted the Department to do? In the autumn of 1901 I had spent over £50 in trying to make arrangements to ship blackberries, and I approached the Great Southern and Western Railway Company to give me the same rate *via* Dublin as existed *via* Waterford. That they emphatically declined to do. I made other suggestions, and they declined them. I asked them whether, if I shipped the traffic at the rate which then existed, they would undertake to give me a refund if the rate came into force within three months. They would not do that, although the North Western people who were present at the interview assented, and said they were prepared to fall in with any suggestion or arrangement that met the Great Southern and Western. They declined all these proposals, and I lost all that traffic—100 tons of blackberries; I had to stop shipping, besides losing the money I had speculated on arranging to work the season.

Serious loss of trade the result.

37057. What did you ask the Department to do?—After I had got pretty well cleaned out, and a Commission sat some time in the following season, I suggested to the Department that they should bring my case before the Commission.

37058. And their reply was what?—I had no idea that I should appear before this Commission, or I would have kept the correspondence; but their reply amounted to this—that because I was not a public body, a co-operative body, or anything of that sort, they could not assist me.

The powers of the Department to assist individuals as well as corporations.

37059. Did they convince you that they could not or that they would not?—I could not answer that.

37060. We know that they have as full discretion to appear on behalf of an individual as on behalf of a corporation; so if they conveyed to you that they had no discretion in the matter that was not the case?—This gentleman here said that if I had friends it might have been a different thing.

37061. You understand that the Department have power to do it if they please?—On the suggestion of this gentleman, that if you have friends—I find that that is the case with Government bodies generally—if you have anybody behind you——

37061A. *Colonel Hutcheson Poë.*—I did not suggest that?—I thought you inferred that if I had any friend who would bring the matter before the Department——

37062. Oh, no; I hope it will not go on the notes that I made such a suggestion.

37062A. *Mr. Sexton.*—I think you are very well able to befriend yourself. Friends or no friends, if you had a case, it was not only right but the duty of the Department, under the Act, to bring it before the Commission?—I applied on the strength of the Act.

37063. If ever such a case should occur again, do not be put off with any idea that you must be a public body in order to entitle the Department to appear on your behalf. Now, the exports of this class of fruit from Ireland are so inconsiderable at present that the trade must be capable of great development. Is there a wide market for it?—There is a very wide market for it.

37064. Therefore the trade is capable of great expansion?—Yes.

37065. How long have you been in Carrick?—In the district seven years, or eight seasons.

37066. And in spite of adverse circumstances you have been able to develop the trade considerably?—Yes.

37067. If the circumstances had been what you consider fair, the development would have been much greater, I suppose?—It would.

37068. You have made a good many complaints of the management of the railways. In fact, there is hardly any grave complaint that could be made that is not included in your list?—I do not think there is.

37069. You think they have committed all the faults?—Under the various heads.

37070. For instance, want of through rates. Is it not a very serious thing that any one company of the number which exist should be in a position to refuse a through rate? Does not the public interest require that there should be some mode of securing a through rate free from the caprice of an individual company or the need of an expensive resort to the Railway Commission?—Yes, there should be.

37071. There should be some cheaper and shorter way of getting a through rate?—Yes.

37072. Then there is irregularity of train service of all kinds, due to the plurality of these governments of railways?—Yes.

37073. You think it a false principle to apply to railway management that every service, every train, must pay for itself?—Yes; that is rather a bad feature on the Great Southern and Western Railway, because if a train does not pay it must not run.

37074. Could there be any worse feature in a system of transit, so important for developing trade, than that each particular service or train must pay for itself?—I do not know a sillier principle in commerce.

37075. I agree?—If I had to look to every consignment of blackberries to pay I should give it up.

37076. The Railway Companies seem to think they have made a conclusive reply to any complaint on this head when they say there were only so many passengers by the train or that there was only so much of a particular kind of traffic. Surely the question of proper transit facilities ought to be regarded more as a whole?—That is my opinion.

37077. I fear that as long as you have so many companies, governed by private boards, you will never get rid of the principle which you describe as being the silliest that could be applied in reference to the question. Unless you unite the railways and make the transit question a public question, governed by a public authority, you will never attain to having a service the more prosperous parts of which are made to facilitate the less prosperous?—Then you destroy our competitive independence, and that is worse.

37078. I have failed, so far in this inquiry, to find out what is the value of competition as between railways to the Irish trader?—My point is that, although there is a good deal to be said against the railway companies, they have to be sympathised with a little. There are no industries in the country; that is the worst feature of the country. We want to develop industries, and I think there would be a corresponding response from the railway companies,

though it might be slow. England has had to do her share at it, and competition in England has brought down rates to the necessary level. We could do that in Ireland if we had industries.

37079. England is at the extreme of commercial development, and Ireland is in extreme need of development. The two countries, though side by side on the map, are the most extremely opposite in their circumstances of any in the world; is not that so?—That is so; yes.

37080. You have stated that a reduction of the rates would tend to bring about an increased traffic development in Ireland. Whatever other opinions may be held about Ireland or any part of the Irish question, no rational being can deny that Ireland is in need of industrial development?—I could say a lot on that, but it would take too long.

37081. But you could answer that question: Ireland is in great need of industrial development?—It is; there is no question about it.

37082. You go so far as to say that "certainly many of the rates and fares are absolutely prohibitive"?—Yes.

37083. That is, that they forbid trade?—Yes.

37084. Is not that a sort of commercial high treason in a country where there is such need of development? Could there be a greater sin against a country extremely in need of industrial development than that "certainly many of the rates and fares are absolutely prohibitive"? Is it not an urgent need that these rates and fares should be brought within the means of traders—rates especially?—Yes. But I do not quite follow you on the point of bringing them all under one governing body.

37085. I am not on that at present. Take my question in its limited scope. If the country is badly in need of industrial development, if the railways as managed exercise a deplorable influence, if many rates and fares are absolutely prohibitive, does it not follow that a reduction of those rates is an urgent need of the country?—Yes.

A reduction in rates required in the interest of industrial development.

37086. I think you are dubious about subsidies, for you say, "Why reduce rates and fares and increase taxes?"?—That is the general result. If you get subsidies for new railway facilities, you generally have to pay for them some other road.

37087. You would like rates and fares to be reduced, but you are dubious whether that ought to be brought about by an increase of taxes—which I take to be what you mean—a policy of subsidies?—Yes.

Also a reform in the railway system that would stimulate industrial development.

37088. I am very much inclined to agree with you. But supposing by any reform a general reduction of rates and fares, stimulating industrial development, which is so much required, could be brought about, without resorting to subsidies or imposing a drain on the public purse, do you not think that that would be of great importance to the country?—Yes, it would.

Mr. James Byrne, J.P., examined by Lord Pirrie (*in the Chair*).

37089. Mr. Byrne, do you give evidence on behalf of yourself only or of any association?—Of myself.

37090. From what county do you come?—Cork.

37091. I suppose you have nothing to complain of down there; everything is done there just as you would wish it, is it not?—The first thing I have to complain of is that the Great Southern and Western Railway have no train coming from North of Mallow stopping at Castletownroche and Ballyhooly, two stations near me; there is no connection there since the Rosslare express was commenced, except for three months in the year.

37092. Do you mean to say that the Rosslare route has interferred with a convenience which you had before that line was opened?—Yes. The 12.30 from Dublin runs for three months of the year, and we have a connection during those three months, but once that is stopped we have no connection. So that if I go to Dublin, if I do not leave by the 9.15 in the morning I have no train to bring me to my station.

37093. You have none at all that day?—No, unless I leave by the 9.15. Then, if I go to Buttevant or Charleville, if I have business there, and I do not leave till about 12 o'clock, I cannot go home that day. So that I have to drive nine months of the year nine or ten miles instead of the four or five which it would be from the station nearest me. And that applies to all other people as well.

37094. Do you mean to say that the Rosslare route has not improved your district in the way of passenger accommodation except for three months of the year?—Except for three months of the year.

37095 And for the balance of the year it is not as convenient as it was before that fast service was on?—Yes.

37096. And all that district—Castletownroche, Ballyhooly, and so on—are not as well served?—Are not served at all after the train reaching Castletownroche at 2.10 p.m.

37097. Have you any suggestions to put before us as regards that?—If the 12.30 train which now stops at Limerick Junction ran on to Mallow, a distance of thirty-eight miles, it would serve the section of Castletownroche and Ballyhooly.

37098. Have you put that before the railway company, or have the District Council put it before them?—I put it before the railway company.

37099. Yourself?—Yes, and I got the parish priests of the respective parishes also to write to them. Furthermore, I brought the case before Parliament.

37100. Before Parliament?—Yes; I got the member for the division to put a question.

37101. You are not a member yourself?—Oh, no; but I got the member for the division to put a question, and they said it would not pay. It is only a matter of running the train thirty-eight miles, and if they ran that extra thirty-eight miles it would accommodate the people coming from Limerick Junction who have to wait an hour now at Charleville for this train. If passengers came by the train they would meet the connection from Mallow which would bring them to Cork, so that passengers would gain nearly two hours.

37102. Have you any complaints as regards charges, or are you satisfied with those?—I have not gone into that. Do you mean for passengers?

Suggested reduction in 2nd class passenger fares.

37103. Yes?—Well, no, except that I think the second class fares should be reduced considerably, and it would be a great advantage to the railway company if they reduced them.

37104. You think that by their reducing the second class fares to a figure more like the English rate or the Northern Counties rate, people who now go third class would travel second?—Yes; a great many would.

37105. Therefore, the railway companies would really benefit by the reduced rate?—Yes, I think so.

37106. Have you anything to say as regards platforms in your district?—Yes. The platforms are very low; in fact there is a drop of from two to two and a half feet in some cases.

The raising of the passenger platforms recommended.

37107. In getting out of the carriages?—In getting out of the carriages. It is dangerous for passengers, and very injurious for luggage.

37108. Have you ever brought that before the Department?—I brought it before the Department.

37109. The Department of Agriculture?—Yes.

37110. What did they do for you?—They told me that they got a favourable reply, that the matter would be attended to, but I have not seen anything done since.

The assistance of the Department of Agriculture invoked without result.

37111. You did not remind them of their promise?—I did not.

37112. We have spoken about passenger traffic. As to goods, have you got fair rates from Cork?—The only thing I complain of is that they bring things cheaper to Fermoy than to Castletownroche, although Fermoy is ten miles further on.

Complaint as to the charges for goods from Cork to Castletownroche and to Fermoy.

37113. You do not object to anything being carried cheaply, do you?—I did not go into the matter.

37114. I understood you to say that goods were carried more cheaply from Cork to Fermoy than to Castletownroche, which is ten miles shorter journey; what do you object to. Is it that Castletownroche pays too much?—I object to their carrying goods ten miles further and charging me more for a shorter distance. I cannot understand why they should do it.

The necessity for an earlier train into Cork to connect with the Cork, Bandon and South Coast Railway.

37115. What about travellers north of Cork, have they anything to complain of?—Yes, with respect to the Bandon and South Coast line. The first train

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Mr. James Byrne, J.P., Castletownroche, County Cork.

reaches Cork at 9.20, whereas the train from Cork to Bandon starts at 9, so that when I or any other traveller wants to go we must go to Cork the night before, in order that we may go the other ten or twelve miles.

Suggested erection of shelters at country stations.

37116. Most people who come to the station have to drive a distance. What is your suggestion about having some sort of shelter there?—A great many car-owners and people who bring their cars to the station have told me that it would be a great convenience if shelter sheds were erected near the stations, and that they would be willing to pay for them, because they have to wait a long while sometimes, and in wet weather they and their horses are perished.

37117. Do you know any stations, except the main stations in Dublin and Belfast, where they have any shelter?—I do not know of any.

37118. Have they got them in England even?—I do not know.

37119. But whether they have them elsewhere or not, you think it would be a convenience in Ireland?—I merely mention that many car proprietors would consider them a great convenience and are willing to pay for them; they do not want them as a favour. There is another matter I wish to refer to, and that is with regard to the charges for pure-bred cattle which you wish to send by the quickest way, by passenger train. They will not charge for half-wagon loads. I am a short-horn breeder, and on several occasions I have had to pay very heavily for them on that account.

Complaints as to excessive rates for cattle by passenger trains.

37120. Because you cannot send a full wagon load?—Yes.

37120A. We have had considerable evidence from large exporters on that point, so we need not go into it now.

Examined by Mr. Acworth.

37121. I quite understand that you would like to get this extra train from Limerick Junction to Mallow?—Yes; it is only thirty-eight miles.

37122. Only thirty-eight miles?—Yes.

An improved train service to Castletownroche, etc., a necessity to the travelling public.

37123. But the train, if it went those thirty-eight miles, would have to come back again, would it not?—I suppose so.

37124. It must clearly. That is seventy-six miles. What do you suppose that would mean in money?—I do not know. But that district of the country is the most fertile in Ireland, or perhaps in the United Kingdom, and it is very badly served; you have to wait six or seven hours between two trains. I think that is very unfair.

37125. I am not denying that connections are inconvenient, but have you thought what it would cost?—No; I am no authority on that.

37126. Take it from me that it would cost the Railway Company £4 a day out of their pockets at a very moderate computation. It is a good deal, is it not?—Yes.

The estimated cost to the railway company.

37127. £1,200 a year?—Unless it brought more traffic, and the time of the public who travel should be considered.

37128. Of course. But if the Railway Company thought it would pay them they would do it now. Are the platforms you are complaining about specially low at one place, or is it generally the case with their platforms?—In several places.

Increase in the height of railway platforms urged in the interest of public safety.

37129. Are there two or three places where they are lower than ordinarily, or are they all too low?—They are nearly all too low; nearly all the old platforms are too low; the new platforms are put at the proper height.

37130. Do you suggest that where they are low they ought to be made higher?—I think so.

37131. Have you thought again what that would cost?—No.

37132. *Lord Pirrie.*—Do you mean that they should be made higher in the interests of the safety of the public?—Yes, and to prevent injury to luggage, which is flung out three or four feet and broken.

37133. *Mr. Acworth.*—Do you know that England, Scotland, and Ireland are the only countries in the world, except some of our colonies where they have any platforms at all; do you know that at every station on the Continent you get into the train from a platform about 6 inches high?—I have heard so.

37134. Have you thought about what these things are going to cost? Somebody has to pay the bill?—I cannot go into these matters, but the public should be protected.

37135. About the Fermoy business. Do you know that by Act of Parliament the Railway Company is bound to charge from Cork to Fermoy according to the way the crow flies and not according to the way the railway goes round by Castletownroche? I think that Castletownroche is as near Cork as Fermoy; I think it is about the same distance.

37136. Is that so?—Yes.

37137. I should not have thought so to look at the map?—It is fourteen Irish miles from Castletownroche to Cork by road.

37138. How far is it from Cork to Mallow?—About twenty-one English miles.

37139. And how far to Castletownroche—another six—About nineteen.

37140. Nineteen miles further?—No.

37141. How far is it from Mallow to Castletownroche?—Six miles.

37142. It is twenty-seven miles from Cork to Castletownroche by train?—Yes.

37143. Do you say it is fourteen Irish miles from Cork to Mallow as the crow flies?—Yes, or from Castletownroche to Cork.

37144. And from Cork to Fermoy as the crow flies is fourteen?—About twenty-one miles, English.

37145. It is twenty-seven miles by railway they charge to Castletownroche?—Yes.

37146 And it is twenty-one miles by Act of Parliament they are bound to charge to Fermoy, because the Act of Parliament says they are not to charge according to the distance by railway but according to the distance direct?—I did not know that.

37147. That is the explanation why the Fermoy charge is less?—I did not know that.

37148. *Mr. Sexton.*—That does not make it more satisfactory to you?—Not at all.

37149. *Mr. Acworth.*—You do not like it, but the Fermoy people do, and they have got it into the Act of Parliament?—Carriers bring goods as cheaply to us as to Fermoy.

Mr. Sexton.—The fact that it is an Act of Parliament does not make it agreeable.

Mr. Acworth.—I do not suppose it does, but it compels the railway company to do it.

Examined by Colonel Hutcheson Poë.

37150. Your experience is that the high second-class fares have the effect of driving practically everyone except a few into the third-class carriages?—Yes, indeed.

37151. And you think that many of these, if they could get the better accommodation for a slight increase on the third-class fare, would be glad to pay that sum?—Yes; they would be delighted.

37152. So that it would probably involve no loss on the railway company?—It would be a gain to them.

37153. One other question. To run an extra train from Limerick Junction to Charleville and Mallow might mean an expenditure of £1,200 a year; whereas to make a connection between the Cork and Bandon line and the Great Southern and Western running into Cork, where it is only a matter of one train leaving thirty minutes before the other gets in, would involve nothing like that expenditure; a little accommodation between the two companies would bring about that connection?—I think so.

37154. Has it ever been put before the Great Southern and Western or before the Cork and Bandon line that either the one or the other should accommodate its service so as to make the connection?—I spoke to one of the directors of the Cork and Bandon Railway, and he said that they could not run their train later than nine o'clock.

37155. It leaves Cork for Bandon at nine o'clock?—At nine o'clock.

37156. And the Great Southern and Western train gets in about 9.20?—Yes.

37157. Has the point been put before them as to whether they could not manage to get there at, say, ten to nine?—I suppose it has.

The Commission adjourned till the following morning at 11 o'clock.

SIXTIETH PUBLIC SITTING.—THURSDAY, NOVEMBER 14TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Right Hon. Lord PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. GEORGE DE BELLE BALL examined by the CHAIRMAN.

Nov. 14, 1907.

Mr. George de Belle Ball, Representative of the Drogheda Development Association.

37158. I think you appear on behalf of the Drogheda Development Association?—Yes.

37159. What is that association?—It is a voluntary association of the merchants and traders of Drogheda.

37160. It is not incorporated?—It is registered under the Industrial and Provident Societies Acts.

37161. Of course your association take great interest in the development of the trade of that port?—Yes; that is its chief object.

37162. Now, in your judgment, has anything occurred to affect the interests of that port?—Prior to the days of the railways Drogheda was a seaport, the natural inlet and outlet of a very large area of country westward, including portions of the Counties of Cavan, Longford, Louth, Westmeath and Meath, but owing to the way in which the railways were constructed, the Great Northern running north and south of Drogheda and the Midland running parallel to it about 16½ miles westward, it has resulted in diverting a great deal of the traffic from that port.

37163. Does not the Great Northern serve your port?—The Midland Great Western runs about 16½ miles inland, parallel to us, and it takes away a lot of the trade that used to come through the port of Drogheda. Directly it is only the Great Northern that serves us.

37164. Originally it was the Dublin and Drogheda, was not it?—Yes, and it became amalgamated with a continuation to Belfast; but there is also a branch line of the Great Northern westward, to Navan and Oldcastle. Perhaps I might mention, sir, that there is a difficulty about railway connection from Drogheda to Trim at the bottom of the page.

37165. Trim is on the Midland?—Trim is on the Midland. It is an equal distance from Drogheda and Dublin—about 29½ or 30 miles—and some of our public and business men in Drogheda have business relations at Trim, but there is no train going from Drogheda to Navan in order to get to Trim till 2 minutes past ten, notwithstanding that a train leaves Drogheda at about 10 minutes past 8, carrying mails, but without any carriages for passengers. The result is that if a Drogheda man wants to go to Trim on business he has to drive from Navan to Trim, a distance of 7 miles, as there is no railway connection till four to three in the afternoon.

37166. I suppose that has been represented to the company?—It has.

37167. By your association?—By individual traders in Drogheda.

37167A. And what has been the answer?—Nothing done.

37168. Then what do you suggest would meet that difficulty—an earlier train?—Carriages put on the train which now conveys the mails from Drogheda at 8 o'clock.

37169. And by that train they would get to Trim at what time?—You could get to Trim before 11 then, easily.

37170. In other words, you could do business and get back easily to Drogheda?—Quite so.

37171. And there is a possibility of business transactions between the two places?—Undoubtedly.

37172. Well now, is there a proper rail connection with the quays at Drogheda?—There is no rail connection with the quays at Drogheda.

37173. How far is the railway from the quays?—About a mile, up hill.

37174. And all traffic coming into the port or going out of the port has to be carted from the station to the quay?—Quite so.

37175. And that, of course, militates against the development of the port, I should think?—Very much so; and we say that the railway companies are not interested in allowing a railway connection to be made to the quays, because by not having one it enables them to get traffic over a longer mileage, taking the coal traffic, for instance, from Dublin, Dundalk and Balbriggan to places on the Oldcastle branch line.

The absence of railway connection with the quays an injury to the shipping trade of Drogheda.

37176. There has been a tendency, in your judgment, on the part of the Great Northern to divert traffic to another port where they have direct connection with the quay?—Quite so.

37177. And you think that is done with the object of getting longer mileage on the traffic?—That is what we believe. Now, our coal trade has decreased by 36 per cent. Taking the year 1883, we had a traffic of 59,995 tons.

37178. What year do you say?—1883, and it has decreased in every ten years since, and it is now only 37,938 tons. That is about 36 per cent. reduction on the entire.

The coal trade of the port has fallen off 36 per cent. since 1883.

37179. How is the coal brought in?—It was done by sailing vessels. In the old days it was done by sailing vessels, and the difficulty was not so great then, but now it is done by tramp steamers.

37180. Then you think that if you had a rail connection with the quays the coal traffic could be developed into the interior of Ireland from Drogheda to the advantage of that port?—We think it ought to be, and not only to the advantage of the port, but to the advantage of the purchasers, inland, along this district, because, as a matter of fact, they are paying from 2 to 20 per cent. more on their coal traffic from the other parts than if the maximum rates from Drogheda to the same points were charged

37181. What do you estimate the cost of cartage?—A shilling per ton.

The cost of cartage and the extra expense of unloading vessels

37182. I suppose that is all round per ton?—A shilling a ton is the regular charge for coal cartage from the quay. And then there is an additional disadvantage, which is this. In the days of the old sailing vessels it did not matter so much, but not having railway communication alongside the quay, it costs 8*d.* more to discharge than if the wagons were there, because when the coal is filled into the buckets in the hold they will be slung there and tipped into the wagon for a shilling a ton; but by having to make a division of labour they are hauled on deck, they are emptied into sacks and then carried across a plank, and it adds 8d. a ton to the discharge.

37183. Do you mean that that largely increases the cost?—Eightpence a ton.

37184. *Mr. Acworth.*—Why is it necessary, why cannot they tip into the cart, why don't you tip your buckets straight into the cart?—The vessels cannot lie alongside the quay near enough to allow that, and it has to be planked accordingly.

37185. Then how can they tip into the railway truck?—If there were railway connection the quays would be improved so that a vessel could get alongside like all other ports. They were built for sailing vessels originally.

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Mr. George de Belle Ball, Representative of the Drogheda Development Association,

37186. But it has nothing to do with the difference between carting and railway conveyance?—No.

37187. *Chairman.*—Is the harbour dry at low water?—No, never. Even the Lancashire and Yorkshire boats float there.

37188. What is the rate from Dublin to Navan for coal?—3*s.* 5*d.* per ton. If I might hand in tables* that I have prepared they show clearly not only the rates from Drogheda to the various places on the branch line, but also from Dublin and Dundalk, and they show that there are over the maximum rates charged on coal traffic from Drogheda in addition to the actual disadvantages of the cartage.

Tables of actual coal rates to Great Northern Stations compared with the legal maximum rates handed in.

37189. What do you mean by over the maximum?—The rates on four-ton lots are over the maximum.

37190. *Lord Pirrie.*—Are those rates in the rate-book?—I am giving in the actual rates charged. These are the actual rates charged. This table will show what the maximum rates should be to these different places, and then it shows the actual rates that are charged by the Great Northern Railway, which are really over the maximum for four-ton lots.

37191. *Chairman.*—But how do you get your rate for the use of the truck? You put it down at 4½*d.*?—It is under twenty miles.

37192. Where did you get the 4½*d.* from?—From the traffic rates-book.

37193. They are allowed to charge more?—Yes, but the maximum in Class A, being under twenty miles, is 4½*d.*

37194. And is the maximum terminal 6*d.*?—Threepence at each point as in the classification book. Also they are bound to take 4-ton lots and upwards under Class A; but as a matter of fact for 4-ton lots they charge over the maximum in order to force 6-ton lots to go.

37194A. *Colonel Hutcheson Poë.*—Surely that would work out differently. Take the first instance, 12 miles, Beauparc, that would want to be 16*d.* instead of 1*s.* 1*d.*

37195. *Mr. Acworth.*—You worked it out on the assumption of a penny a mile, and they have a right to charge 1·40.

37195A. *Colonel Hutcheson Poë.*—If you take the haulage it works out to 1*s.* 4*d.* instead of 1*s.* 1*d.*, and in the next instance instead of 1*s.* 7*d.* it works out at 1*s.* 11*d.* by the actual maximum rate of 1·40 for the first 20 miles, so that I think there must be some little error here. And then for Oldcastle, 39 miles, it should be 3*s.* 9*d.* instead of 3*s.* 4*d.*

37196. *Mr. Acworth.*—Fivepence more.

Mr. Tatlow.—I have got them worked out for the first six distances. For Beauparc the maximum charge is 1*s.* 5*d.* instead of 1*s.* 1*d.*; for Navan, 2*s.* instead of 1*s.* 7*d.*; for Kells, 2*s.* 10*d.* instead of 2*s.* 4*d.*; for Virginia Road, 3*s.* 4*d.* instead of 2*s.* 10*d.*; for Oldcastle, 3*s.* 10*d.* instead of 3*s.* 4*d.*; and for Wilkinstown, 3*s.* instead of 2*s.* 2*d.*

37196A. *Chairman.*—Then there is no use in printing these figures?—There is some miscalculation, for which I am sorry.

37197. *Mr. Acworth.*—It does not apply to the next two pages, does it?—I withdraw the first page.

37197A. *Lord Pirrie.*—I am afraid they are all wrong.

37198. *Colonel Hutcheson Poë.*—In the first on the next page, 48½ miles should be 4*s.* 6*d.* instead of 4*s.*?—I think the same error runs through the lot.

37198A. *Colonel Hutcheson Poë.*—It is certainly in the second page

37199. *Mr. Sexton.*—The calculations are made out of some manual, not from the Act of Parliament, I think?—They are made out from the book, and there must have been some error.

37199A. *Mr. Acworth.*—Very likely you got the schedule of another company?—I think I had better withdraw them all, particularly as one depends on the other so much.

But withdrawn on account of error in compilation.

37200. *Chairman.*—At any rate, there is no dispute about one point, that the charge of cartage in Drogheda militates against the development of the coal trade there?—Undoubtedly. The rates that are mentioned in the proof are the actual rates.

The cartage charges militates against the development of the coal trade

37201. Oh, yes, the actual rates there is no dispute about?—Yes.

37202. But the comparison as to the powers is based upon a wrong calculation?—Yes.

37203. Now, with regard to the cattle traffic from the port, is there a large cattle traffic from Drogheda?—There has been. For very many years it was one of the principal shipping ports, and up till four years ago the traffic was conveyed by a locally-owned steam-packet company, and it is said that the Railway Conference required a rate of a shilling per head more to be charged upon cattle from Drogheda than is charged from Dublin, which we look on as simply an object to assist in the diversion of traffic from our port to that of Dublin. The rates are practically the same, the head rates are practically the same to Liverpool from all places, that is, *via* Dublin, Dundalk, Drogheda, or Greenore.

37204. The rates to Liverpool are the same from all those places?—All the same.

37205. Are you talking of cattle now?—Yes, of cattle.

37206. Then how is Drogheda at a disadvantage?—The shipping company are bound to charge, I believe, a shilling per head more by an agreement amongst the shipping and railway companies at their conference; so that the rate from Drogheda to Liverpool on cattle is 7*s.* 6*d.* while the head rate from Dublin, I believe, is 6*s.* 1*d.*

37207. Which are the same?—The through rates.

37208. But there is no local mileage?—From Oldcastle, Kells, Navan.

37209. That would be on the through rates?—Yes.

37210. Then the rates are the same there?—Yes.

37211. But you said from Drogheda itself; but Drogheda itself could not export cattle?—Oh, Drogheda itself does export cattle.

37212. Locally?—Yes; we have a large and very rich cattle district immediately around.

37213. Does the traffic come in by rail?—No; the local traffic will be walked in.

37214. Then on that traffic you say the rate is more from Drogheda than from Dublin?—A shilling a head more, which we say enables the railway companies to carry the traffic away from us without losing as much as if the shipping rates were equal.

37215. *Mr. Acworth.*—You gave the figure from Dublin as 6*s.* 1*d.*?—6*s.* 1*d.*

37216. That is 1*s.* 5*d.* of a difference?—Well, they are bound to charge a shilling.

37217. And do in fact charge 1*s.* 5*d.*?—Those are the rates, 6*s.* 1*d.* and 6*s.* 10*d.*, at the Company's risk, from Dublin.

37218. And is the 7*s.* 6*d.* the Company or the owner?—The owner.

37219. 7*s.* 6*d.* is the owner's risk rate, and 6*s.* 10*d.* is the company's risk rate?—Yes.

Lord Pirrie.—That is only cross-Channel.

37220. *Mr. Acworth.*—Drogheda to Liverpool, local traffic, as compared with Dublin to Liverpool?—Yes.

37221. *Chairman.*—Is Drogheda injuriously affected in any other way with regard to this cattle traffic?—Take the Scotch traffic. When the old Steamship Company was in existence we used to have occasional services between Glasgow and Drogheda, and these were very beneficial to the traders, inasmuch as they were able to get back their requirements at very much lower rates than the existing rates *via* Dublin or *via* Belfast from Glasgow. The Great Northern Railway would not, when that service was running, give any through rates to facilitate cattle going from the branch line through the port of Drogheda to Glasgow, and, as we believe, to prevent the possibility of a service between Drogheda and Glasgow being practicable, the rates on cattle from Oldcastle, Kells, Drogheda, and the surrounding districts there about Kells, *via* Belfast, are made so low that the Company could not carry them successfully from Drogheda. We do not object on behalf of the cattle interest to low rates, but what we do object to is that these rates are made specially low, as we believe, solely for the purpose of preventing the development of a traffic from the port of Drogheda, and it militates against the merchants of Drogheda in this way, that, not having an outward cargo, we are forced to pay on all our inward traffic very high rates *via* Dublin, compared with what we could have it for if we had it direct. For instance, take hardware. The rate by Belfast to Drogheda or Dublin to Drogheda is 29*s.* 2*d.* per ton. In the days of the old steamers running the rate was 15*s.*

37222. Was there a regular service of steamers between Drogheda and Glasgow?—An occasional regular service, once a month or something like that. It was able to get us in all our supplies when necessary.

* Subsequently withdrawn on account of error in the compilation. (See 37199A

Mr. George de Belle Ball, Representative of the Drogheda Development Association.

37223. You kept back your orders till a steamer ran?—Yes, but it is a gain to the Great Northern to force the traffic round by the longer route. They get nearly double, in fact more, because they would not get anything if it came direct.

37224. What became of the old company?—It was bought up by the Lancashire and Yorkshire Company in 1902.

37225. And since then there has been no regular steamer between Drogheda and Glasgow?—About eighteen months ago the Drogheda Development Association chartered boats occasionally, but only for inward traffic. And we have gone back to the old rates now, but of course we have met with a good deal of opposition from the Great Northern Company in holding out inducements to traders not to support that boat. Sugar they were charging 16*s.* 8*d.* a ton for.

37226. From where?—From Glasgow and Greenock.

37227. To Drogheda?—To Drogheda.

37228. By Belfast?—By Belfast or Dublin. We were carrying it for 10*s.* 6*d.*

37229. By direct steamer?—Direct steamer. The Great Northern gave a special offer to a trader in Drogheda for three months that they would carry his sugar for 10*s.* 6*d.* in order to prevent him giving the traffic to the steamer. We say that the 10*s.* 6*d.* rate ought to be a fixture now. We do not mind returning to not having a boat. If we get our rates at the same rate as that we have done something.

37230. *Mr Sexton.*—Your rate is?—10*s.* 6*d.*

37231. *Chairman.*—You fixed that rate yourself?—We fixed that rate.

37232. Now about this 10*s.* 6*d.* for three months to a Drogheda trader, have you any objection to give the name of the trader—say yes or no just whichever you like?—I will show you the letter, but there is a feeling, whether it is right or whether it is wrong that anybody who interferes with the wishes and desires of the railway companies in Ireland is penalized. There is a very strong feeling everywhere to that effect. (*Letter handed by Witness to Chairman.*)

37233. You have no authority to give the name?—Well, sir, I have a request not to do so, if possible; but I will, if necessary, and if any good can come of it. Our point is that that rate having been quoted ought to be the permanent rate given; that it is the publication of a rate.

Mr. Croker Barrington, Solicitor.—We should like to see the letter, if we could.

Witness.—There would be no objection if we could have an undertaking that that rate would be the rate all round.

37234. *Lord Pirrie.*—You would show it on that condition; they accept that, don't they?

Mr. Croker Barrington, Solicitor.—We, think, sir, if you see the letter, we should see it. That is all we say.

Witness.—A public Commission have been shown that from the railway company.

37234A. *Chairman.*—Mr. Barrington, it is a perfectly authentic letter of the Great Northern Railway Company of Ireland to a trader in Drogheda, quoting a rate exactly as Mr. Ball has told us, exactly.

Mr. Croker Barrington, Solicitor.—Well, of course, we would like to know the date of the letter, and we would like to know the circumstances, and, in fact, to look it up fully. That is all I can say, sir.

37235. *Chairman.*—The Great Northern must know all about this.

37235A. *Mr. Sexton.*—The witness ought to consider whether the promotion of the object of the Drogheda Development Association—that the rate of 10*s.* 6*d.* should be made the permanent rate—would not be assisted by the publication of this letter.

Mr. Croker Barrington, Solicitor.—Can you give us the date of it; would that be asking too much?

37236. *Chairman.*—The 13th of February, 1907. That is all we can give. I do not think we ought to mention any names at all. Do you know if any similar offer has been made to any other trader?—I have not been able to get evidence of it.

37237. *Lord Pirrie.*—The other traders who have got it have not told you?—No.

37238. *Chairman.*—There is a steamer running?—Yes, and sugar that ought to have come by our last one was captured *en route* and delivered in Drogheda at its regular charge, 16*s.* 8*d.*

37239. *Mr. Sexton.*—What steamer is this?—The Development Association's.

37240. They have ceased to run it?—They have.

37241. *Chairman.*—The coasting steamer?—It is a direct boat.

37242. A direct steamer running to Glasgow. Well, you have made a statement which is perfectly clear, and this letter absolutely corroborates it. I will give you back the letter. (*Letter handed back to witness.*)?—I have other evidence of rates which were quoted during the existence of the coasting service, which I should like to hand in later. We want to raise the point of the publication of the rates. I suppose that the rates could not be raised.

The right of the Great Northern Railway Company to revert to former rates reduced for the purpose of beating off sea competition.

37243. Have you taken any steps to see whether that particular rate was put in the rate-book?—I have not. If I might mention it before we leave the question of the steamers and the traffic, there are many things bound up one with another. For instance, the loss of coal traffic to us in Drogheda means not only the loss of so much trade coming into the port, so much revenue and so much labour, but it had also resulted in the impossibility of carrying out a very valuable industry which employed over a hundred men, namely, the export of limestone from Drogheda to Glasgow, Ardrossan, and Ayr. There were over 100 men employed in that limestone trade a few years ago. Now there are only half-a-dozen. We cannot get boats to take it back. So long as the old sailing vessels were in existence they always took the stone back, and now steamers come in so seldom, just to leave a little coal, and away, that there is no regular trade developed, and consequently the Welsh people have got all that traffic.

The disastrous effect of the diversion of coal from the port on local industries.

37244. But you cannot put that on the shoulders of the railway company?—Only inasmuch as the traffic being diverted from the port in any way, one thing helps to kill the others.

37245. Only in that way indirectly?—Indirectly.

37246. Now, let us see can we get on any further. With regard to store cattle, I think you said just now that there used to be very large cattle traffic in Drogheda, and it is a diminishing quantity?—It is rather a diminishing quantity.

The cattle traffic to Scotland diverted to Belfast and Dublin from the Drogheda route by preferential rates.

37247. Now, do you blame the railway companies for that?—We can blame the railway company for the Scotch portion of it.

37248. We have done with the Scotch portion?—No, with the Liverpool.

37249. It must be the store cattle?—The store cattle were chiefly for Scotland, but at one period of the year there is also a traffic in store cattle going by the Lancashire and Yorkshire to Norwich.

37250. That is what I thought. It was the Eastern counties they principally went to?—In the last few years the Scotchmen have been buying up stores from our district much more freely. In fact their competition was so keen that there was not so much going to Norwich.

37251. But there is no doubt that the bulk of that cattle traffic now goes to Belfast?—All by Belfast, owing to the specially low rate.

37252. Although the cattle are reared in the immediate vicinity, practically in the neighbourhood of Drogheda?—Yes, and are coming practically past it all along the branch line from Oldcastle and Kells.

37253. At any rate that is in consequence of there being no regular service of steamers existing between Drogheda and Glasgow?—That is so, and would not exist anywhere else if it were not for the facilities the railway companies give for fetching them to other ports.

37254. Now, when the old Drogheda Steam Packet Company was in existence, had they through rates with the Great Northern?—To Liverpool, yes, but not to Glasgow.

37255. Not to Glasgow?—But there were no through rates from any station on the Midland system, that is Kingscourt, Kilmainham Wood, and other places, beyond Navan, notwithstanding that Drogheda was nearer to those points.

37256. I suppose your point, and what you believe to be true, is that an effort was made by the railway companies to divert the traffic from Drogheda through Belfast, and the rates were fixed so as to encourage that traffic. That is your statement?—That is so, sir.

37257. That is your statement, put briefly?—It is.

37258. And you believe that is true?—Yes.

Nov. 14, 1907.

Mr. George de Belle Ball, Representative of the Drogheda Development Association.

Serious falling off in the port dues of Drogheda since the acquisition of the local steamship company by the Lancashire and Yorkshire Railway Company.

37259. *Mr. Acworth.*—And the Midland, I suppose, not through Belfast, but through Dublin?—Through Dublin.

37260. *Chairman.*—At any rate was not it away from Drogheda?—Though Drogheda is very much nearer in point of distance.

37261. I think the service has been much improved since the Lancashire and Yorkshire took it over?—Instead of being improved, our sailings have been reduced from four or five sailings a week down to two.

37262. *Lord Pirrie.*—Two sailings each way?—Two sailings each way. This has very seriously affected the revenue of the port. If I might I would hand this in——

37263. *Chairman.*—Just take 1901, the net tonnage?—In 1901 the net tonnage was 95,949.

37264. Give it us for the last year, 1906?—62,051.

37265. That is rather a large decrease?—31·71 per cent. of a decrease from the contribution towards the revenue of the port.

37266. *Mr. Sexton.*—Almost exactly one-third?—One-third.

37267. *Chairman.*—Now take the harbour dues paid in 1901?—£2,398 14*s.* 6*d.*

37268. Just give the pounds. What were the cargo dues?—£612.

37269. Give us the corresponding figures for 1906?—£1,551 harbour dues and £505 cargo dues.

37270. Kindly give us the total revenue in 1901?—£4,065, the total port revenue.

37271. No?—That was the total port revenue, but the total revenue paid for harbour dues and cargo dues added together amounted to £3,011.

37272. And in 1906?—£2,056.

37273. Now you can give us the total port revenue for the place in 1901?—£4,065.

37274. And in 1906?—£3,534. Might I mention that in 1901 the revenue derived from that cross-Channel service with the old company was 74 per cent. of the total revenue of the port. I have not got it now, because we have the coasting steamer service and the other Glasgow in for the last two years, which I do not give separately. I did not analyse them.

37275. *Lord Pirrie.*—Now that the coasting service has been given up, your dues will be so much less for 1907?—Quite so.

Chairman.—If you do not object, we will hand these figures in.

TABLE illustrating the DECLINE in REVENUE PAID to the PORT of DROGHEDA—Liverpool Steamer Service since its acquirement by the Lancashire and Yorkshire Railway Company.

Comparative table illustrating the decline in revenue 1901–1906.

Year.	Nett Tonnage.	Harbour Dues.	Cargo Dues.	Total Revenue	Percentage of Decrease.	Total Port Revenue.	Percentage of Total Revenue.	——
		£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*		£ *s.* *d.*		
1901	95,949	2,398 14 6	612 13 1	3,011 7 7	—	4,065 10 6	74·07	Last complete year prior to purchase by L. & Y. Co.
1902	97,021	2,425 10 6	591 2 2	3,016 12 8	—	3,982 13 5	—	Service run partly by old Company and partly by L. & Y. Co.
1903	88,687	2,217 3 6	607 2 10	2,824 6 4	6·21	3,958 15 6	—	First complete year by L. & Y. Co.
1904	71,863	1,796 11 6	580 7 6	2,376 19 0	21·06	3,559 2 10	—	
1905	64,071	1,601 15 6	552 8 7	2,154 4 1	28·46	3,327 8 4	—	
1906	62,051	1,551 5 6	505 0 1	2,056 5 7	31·71	3,534 0 3	—	Sailings reduced in December to bi-weekly.

COMPARISON FOR FIRST SIX MONTHS, YEAR 1907.

Two sailings per week.

	Total Revenue £ *s.* *d.*	Percentage of Decrease.
1901—Corresponding Six Months to June, .	1,444 7 3	—
1907 ,, ,, ,, .	551 6 3	61·83

Unsuccessful attempt of the Harbour Commissioners to fix increased dues.

37276. *Mr. Acworth.*—I suppose the basis of charge has not been altered?—No. The Drogheda Harbour Commissioners endeavoured to charge 50 per cent. of the gross, but the Lancashire and Yorkshire knocked them out on that point. They applied for a Provisional Order.

37277. They tried to raise it, and the Lancashire and Yorkshire succeeded in stopping them?—That is so.

37278. They did not change it; they only tried to change it?—Quite so.

Mr. Sexton.—The general revenue of the port, apart from that contributed by the Lancashire and Yorkshire appears to have increased by £500 between 1905 and 1906.

Lord Pirrie.—That was due to the starting of the coasting steamers.

Explanation of the increase in the revenue of the port in 1906 apart from the Lancashire and Yorkshire Railway Companys payments.

37279. *Mr. Sexton.*—What was the cause of that? The total revenue in the first of these two columns was £3,000 in 1901 and £4,000 in the other column for the total port revenue. That is a difference of £1,000. In the last year the total revenue in the first of the columns was £2,000, and the total port revenue £3,500, a difference of £1,500. What caused the increase of the revenue, apart from what the Lancashire and Yorkshire paid? The total revenue has not been increased as compared with 1901. It is £3,500, but it shows that the difference between the total port revenue now and what the Lancashire and Yorkshire paid is greater than the difference in 1901 by £500 a year?—Well, the coasting service returns were in in 1906, also that extra Glasgow service that we had running.

37280. But now that the coasting service has disappeared, what will be the effect; will the revenue apart from the Lancachire and Yorkshire, be as small as it was before, in 1901?—Yes, quite so. There will be £300 a year less this year.

37281. *Mr. Acworth.*—I notice that the first complete year of the Lancashire and Yorkshire, the harbour dues paid by that Company are down £200, from £2,425 to £2,217?—Yes.

37282. Do you see that?—Yes.

37283. Surely the Lancashire and Yorkshire, to begin with, increased the service, did not they?—No; never increased it.

37284. *Mr. Sexton.*—The Lancashire and Yorkshire Company had four services a week?—Only two. First they gave four. Next year they took off one and left on three, and last December they took off another and left on only two.

37285. *Mr. Acworth.*—But they ran bigger boats?—They ran bigger boats.

37286. Would not they pay more dues?—I do not think so. It puzzles me how they have gone down.

37286A. *Lord Pirrie.*—The old boats there were large tonnage, and the new boats were small tonnage.

37287. *Mr. Acworth.*—I see.

37287A. *Mr. Sexton.*—Together with the reduction of the service?—Yes.

37288. What service did you get the revenue for?—They put on two new boats that year, the "Colleen" and the "Mellifont," and their tonnage was reckoned on the modern idea.

37289. Better than the old ones?—On the modern idea.

37290. *Chairman.*—Now, I suppose you will agree, that the boats are much better than they used to be?—The boats are improved undoubtedly.

37291. Have not there been new steamers put on?—There were two boats, but one was taken away after a few months, and we have only had the benefit of one, that being the "Colleen" boat. The other one has been put on the Goole and Continental service.

37292. On the East coast?—The East coast.

37293. Now, you come to the conclusion that the purchase of the old company by the Lancashire and Yorkshire, instead of being a benefit to Drogheda, has been an injury to the port?—Undoubtedly.

37294. That is your view?—And we believe further that it was in contravention of promises, not only to the public, but to Parliament, at the time powers were sought. I have got an extract here from evidence given by the general manager of the Lancashire and Yorkshire Railway Company at the time they were asking for powers to purchase these steamers and in that evidence he clearly shows his knowledge that if the services were not improved and the facilities made better, the traffic would be diverted from Drogheda elsewhere. Notwithstanding the possession of that foresight, the results have proved that the services have been reduced, and our traffic has been going away from us; and it is very difficult to get traffic back once it has gone. The Association, I may mention, ask me to press this point on the Commission, to see if anything could be done to insist upon the conditions existing at the time of the taking over of the service by the Lancashire and Yorkshire being carried out. There were four sailings then, and the evidence that was given clearly indicated that in the opinion of the Lancashire and Yorkshire, four were insufficient; yet we have been left with two. We have no means of getting at what is behind the scenes, but the common assumption is that an agreement has been entered into between the London and North Western and the Lancashire and Yorkshire Railway Companies, and that there is some sort of pooling arrangement between them, so that the Lancashire and Yorkshire Company lose nothing, owing to the fact that they are getting less traffic from the port, but that is merely rumour, we cannot prove it.

37295. Tell me, for the information of the Commission, why did the old Company want to give up business and transfer their business to another company?—Outside opinion is that the thing was engineered. There was a change in directors and secretaries, and so on, a year or two before.

37296. Did the old company pay?—It was paying right up to the end of its existence.

37297. Of course, the accounts were published?—They were.

37298-9. Have you got any accounts?—I have not, but I am sure I could obtain the publication of them.

37300. At any rate, it was not a bankrupt company?—Not at all; they were quite as solvent as ever.

37301. *Colonel Hutcheson Poë.*—They were not paying 2½ per cent.?—They were paying something, and had £11,000 behind still in reserve.

37302. They had?—Yes; there was nothing like bankruptcy. They wanted reorganisation and improvement.

37303. *Chairman.*—So much, I think, for the Lancashire and Yorkshire. With regard to the Great Northern Company, you have no reason to doubt their *bona fides* in doing what they can to develop traffic through Drogheda?—We think they do everything they can to attract our customers away from the trade of the town.

37304. In what way do you suggest that they can do it?—They give special facilities every day after mid-day, special fares at single fares to Dublin from Drogheda, and from all stations between Drogheda and Dublin—every day in the week for many years past; whereas they give no facilities to people coming from anywhere between Dublin and Drogheda, into Drogheda to do their shopping there.

37305. Is not the capital of the country the attraction?—That may be; but the fact of the stream of passengers coming to the capital of the country debars other parts of the country from getting their due proportion of the trade; it is not a legitimate action to take our customers away and give us no others in their place.

37306. Are there no market tickets from certain of the stations to Drogheda?—Only on Saturdays.

37307. When are the market tickets issued to Dublin?—Every day in the week.

37308. Can you illustrate that by figures? What is the ordinary third class return ticket?—4*s.*

37309. What is the special ticket issued every day?—2*s.* 6*d.*

37310. Is that during the competition only?—No, that has been going on since I was a boy.

37311. The ordinary third class fare is 4*s.* return, but every day there is a cheap ticket?—By every train after twelve o'clock.

37312. To return by any train?—To return by any train.

37313. By any train stopping at Drogheda?—They all stop at Drogheda.

Suggested cheap afternoon return tickets to Drogheda from stations within a radius of fifteen miles.

37314. What you suggest is that for places contiguous to Drogheda there should be cheap tickets issued to Drogheda, so that the country people could market at Drogheda instead of Dublin?—Equal facilities. If they give a cheap ticket from Drogheda after twelve o'clock, they ought to do similarly from every place within ten or fifteen miles.

37315. To Drogheda?—Yes. That would give our traders a chance of doing some part of their legitimate business, instead of taking customers from them.

The action of the Great Northern Railway Company in reducing rates to kill the coasting steamers' competition, and then reinstating the old rates.

37316. You referred to the old coasting service, and we have had evidence from other witnesses about it. I do not know whether you have anything to add to it, have you—the coasting service which Mr. Sexton asked you about just now?—It was a most useful service to the traders, not only of Drogheda, but also of Derry, Coleraine, Belfast, Newry, Dundalk, Wicklow, Wexford and Dublin. Traders all along the coast could reduce rates very considerably. Prior to its existence the railway rates in operation in some cases were prohibitive to any business being done. We have an oatmeal industry in Drogheda, which is one of the oldest and most valuable.

37317. We had a witness on that point; we had the head of the firm?—He is also a member of the Association.

37318. Is that coasting steamer running now?—No; that service ceased to run last August; it was forced off by the railway.

37319. In other words, the Railway Company tried to kill the traffic of the steamer?—They tried to kill the traffic.

37320. And made special rates to meet the competition?—They did more than that.

Suggestion that such rates should not be raised for ten years.

37321. What did they do more?—If they simply made special rates to meet the competition, it would not matter; it is exactly what we want, to bring the rates down to a reasonable level, but when they give special rates in order to take that traffic away and force off the competition, we say they should not be allowed to raise the rates afterwards for at least a period of ten years.

37322. I think my friend, Mr. Acworth, will deal with that. At any rate, the rates that were put into operation to meet the competition of the steamer were cancelled, and the higher rates were put into operation after the coasting steamer ceased to run?—That is so.

37323. You might give us just one case, if you have got one there, with reference to a special rate during the time of the competition and what took place afterwards. Have you got any figures before you? One or two cases would be sufficient. Take the case that I have got here—that milling firm that you referred to just now of Drogheda. They found a market during the existence of the steamer service at Wexford?—That is so.

37324. For their milling products?—But there was no rate in existence before the steamer service, because they had not commenced that business; therefore there is no comparison. I have handed you a docket there; 9*s.* 2*d.*, the old rate for that was 14*s.*

Comparsion of rates for whiskey during and after the coasting steamer competition.

37325. We can mention this. From Dublin to Drogheda, one hogshead of whisky, 5 cwt., rate 9*s.* 2*d.* Was that during the competition?—During the competition.

37326. What is the rate now; or the rate before the competition and the rate now, if you have got it? You see the point of my question?—Quite so. The actual rate charged on the same class of goods since would be 14*s.* 6*d.*

Nov. 14, 1907.

Mr. George de Belle Ball, Representative of the Drogheda Development Association.

Complaint as to omission from the railway vouchers of the rates charged.

37327. Here is the same thing. Here is whisky carried in October, 1907, the same quantity, and the rate is—what?—It is really 14*s.* 6*d.*; it works out to that.

37328. It works out to 14*s.* 6*d.*?—If you look over those vouchers you will find that in very few of them is any rate quoted at all. That is one of the grievances that I have to bring before the Commission.

37329. Is that the usual thing at Drogheda?—It is the usual thing at Drogheda.

37330. When the rate has been given, it will be taken as publication, and the rates cannot be raised?—I am of that opinion.

37331. Is the insertion of rates in the rate column exceptional?—It is exceptional.

37332. I suppose you did not take any steps to ascertain whether the rate was in the rate-book from Navan?—Personally I have not, but I have had inquiries made, and there is no such rate in the rate-book. I would like to hand in another one, 4*s.* 9*d.* on stout during the time of the competition.

31333. *Mr. Sexton.*—Dublin to Drogheda?—Usual rate, 6*s.* 8*d.*, Dublin to Drogheda.

37334. *Chairman.*—Here the rate is mentioned. This is in May, also 1906: cheap rate, Dublin stout, 4*s.* 9*d.* per ton?—That is right.

37335. *Mr. Acworth.*—Could you tell me when did the steamer begin to run?—November, 1905.

37336. Because I have got a rate here, also for whisky, about half a ton, quoted as 7*s.* 4*d.* That would be the rate in September, 1905. That is immediately before.

Comparison of rates for porter during and after the coasting steamer competition.

37337. *Chairman.*—Take this porter case: during the competition 4*s.* 9*d.* per ton, after the competition 6*s.* 8*d.* per ton?—That is so. Here is another one, flour rate.

37338. Well, I will take that?—Before the competition, over five tons, six ton lots were 5*s.*

37339. And here it is charged 4*s.*?—4*s.* That is one of the few instances in which they could quote the rate in the rate column.

37340. *Lord Pirrie.*—But they give the rate here as a cheap rate?—That is very exceptional.

37341. Not the other one. You have given the idea that where it is a cheap rate they quote it, and where it is a dear rate they do not quote it?—I have had some trouble to hunt this up. I do not find them everywhere.

Action of the Great Northern Company in offering exceptionally low rates to a Drogheda firm to secure traffic.

37342. *Mr. Sexton.*—It is like advertising a reduction in price and saying nothing about the increase. What did the rate become after the competition?—It was up to 4*s.* then. They offered one trader in Drogheda who consigned, I think, an 18-ton lot, that for 37 tons they would charge him 4*s.* 3*d.*, and if he would guarantee he would give all his traffic for two years, they would have given him the 4*s.* rate. That does not seem to me a legitimate proposal for the railway company to make. I do not mind giving the name; it is Christopher Tighe and Co., Ltd.

37343. They offered him a 4*s.* 3*d.* rate?—They offered him a 4*s.* 3*d.* rate for a 37-ton lot, and they would have given a 4*s.* rate if he would have given a contract to send all his traffic for two years.

37344. *Chairman.*—Any quantity he chose, to work all his traffic?—All his traffic for two years. They had been doing that to get the traffic from the steamer.

37345. *Colonel Hutcheson Poë.*—I suppose they would give the same facility and the same rate to other traders if they had been there?—I should say they give it to everybody in the town.

37346. *Chairman.*—At any rate it was a special rate to a special firm?—That is so.

37347. For a special quantity. I do not know that there is anything wrong in that.

37347A. *Mr. Sexton.*—First of all, offering him a special rate, and, in addition to that, a further reduction for the whole traffic.

37348. *Lord Pirrie.*—If he gave all the traffic irrespective of quantity, he would bring it down to 4*s.*

Canvassing of Drogheda traders by the Great Northern Company during the steamer competition.

37348A. *Chairman.*—At any rate now the steamer has ceased to run. Prior to the advent of that steamboat service, were the Drogheda traders canvassed by the Great Northern Company for their traffic in any way?—We never saw a Great Northern canvasser in a shop in Drogheda at all previously, before the steamer service, but during its existence some of the traders actually threatened to kick them out, they became so persistent and annoying.

37349. Before the service there was no necessity?—No; they would hardly attend even to the smallest complaint.

37350. When that coasting steamer was in operation, and brought the traffic into Drogheda from stations within twenty miles of Drogheda, were any through rates arranged by the railway companies?—No; they refused to give any through rates at Drogheda, and also at Derry, Belfast, and other places. I have got a letter here from the Midland Railway Company, if I might read it.

37351. What is the date of it?—23rd October, 1906.

37352. That was when the steamer was running?—That was when the steamer was running. It is from the agent at Derry to the owners of the coasting steamers: "We enclose you a letter we had received from the Midland Railway Company here, and shall be glad to hear from you on the matter."—"Dear Sirs,—I beg to inform you that in future we will not pay out any charges on goods consigned to stations on this line from the Coasting Steamships, Limited.—Yours truly (Signed), James Candy."

37353. Who is that?—That is the agent at Londonderry.

Chairman.—The agent of the Midland.

Mr. Shanahan.—The Midland (Northern Counties Committee), not the Midland Great Western.

Lord Pirrie.—It is not the Midland Great Western.

Witness.—No, the Midland (Northern Counties)—the Derry agent.

37354. *Chairman.*—They would not pay out any charges?—They would not pay out any charges.

37355. That is nothing to do with through rates?—They would not give through rates, but they would have facilitated the traffic by collecting.

37356. Charging forward the steamboat charges?—Yes, anything we had sent from Glasgow over to Oldcastle we had to send a man specially to get it; they would only show their own rate from Drogheda to Oldcastle on the docket; we had to specially furnish the account for the steamer part.

37357. I suppose your Association are of opinion that the railway companies, taking Drogheda—I am only speaking of Drogheda—are not doing all they can to develop the trade through that particular port. That is the opinion of your Association?—We believe the trade belonging to that particular district, or any other district in Ireland, should not be injured by the action of a railway company under Act of Parliament. They have got Parliamentary powers to cater for the requirements of the public, and it should not be done at the expense of the property, labour, and trade in one district to the advantage of another.

37358. In other words, that there should be practically equal treatment to the various ports?—That is so; that is all that we would ask.

37359. With regard to the mineral traffic and mineral resources of the country, what minerals there do you refer to?—Close to Drogheda we have a very large quantity of the very richest limestone suitable for the foundry work and blast furnaces in Scotland; up through County Cavan and County Leitrim there is a very large volume of peat, coal, and iron; we believe that the districts between Drogheda and through the Counties Cavan and Leitrim could be best served by a railway running from the port of Drogheda.

37360. Of course that could not be developed without a regular steamboat service?—The mineral traffic would be developed more by cargo steamers, general chartered boats, as a rule. The point that we wanted to make about the minerals at this point is this, that the volume of traffic in Ireland is so relatively small in the absence of any mineral traffic.

37361. Yes?—The Board of Trade returns for 1905 would show that in England the volume of traffic consists of 2 tons 6 cwt. 3 qrs. of minerals per train mile; in Scotland 2 tons 13 cwt. 3 qrs. of minerals per train mile, and in Ireland only 8 cwt.

37362. *Mr. Sexton.*—About one-sixteenth of England and about one-seventh of Scotland?—Yes, and, as a matter of fact, last year, in the 1906 returns, it only works out to 7 cwt. for Ireland, whereas England has an increase to 2 tons 8 cwt. 2 qrs., and Scotland 2 tons 14 cwt. 1 qr.

37363. The proportion of merchandise being practically about the same in all three countries?—Practically the same.

37364. The great disparity is in minerals?—The great disparity is in minerals.

37365. *Chairman.*—Has the Development Association given any attention to any districts that could have an industry developed if there was more railway accommodation?—Through the Counties of Cavan and Leitrim.

37366. Could you tell us briefly what scheme you have considered?—Roughly, that is it—that blue line (*handing in a plan*).

37367. Just put it in words, will you, to go on the notes?—A line from Drogheda *via* Bailieborough, Ballyjamesduff, Ballinamore, and County Leitrim.

37368. And terminating where?—Terminating at Mullaghmore on the North-west coast. That would go through the centre of Leitrim in its greatest length and through the centre of the Connaught mineral areas.

37369. *Mr. Sexton.*—Arigna and that district?—Well, Arigna is on the west side of Lough Allen; it would connect with it, but it is proposed to go on the east side. It has been reported upon by the Railway Commission in 1835 as to the quantities of iron and coal in that part of the country. I think that report gave twenty million tons as the deposits of coal. It has frequently been exploited and examined by other people, but it is impossible to do anything with it without proper railway facilities.

37370. *Chairman.*—You do not suggest, I suppose, that a line like that would ever be made if it had to be provided by private individuals?—It would be an impossibility. It is quite evident that in recent years in Ireland there is no money to develop anything of that kind.

37371. Therefore it would have to be done by State aid in some form or other?—In some form.

37372. You do not think the baronies would agree to incur any liability?—We do not think it is a sound principle to ask them to guarantee capital over which they have no control. We have a very powerful instance of that in the Cavan and Leitrim line, and we have thought that it might be done in another way, that is, that the County Councils should have power under the extension of the Local Government Act to enable them to raise capital, borrow the money, and build and construct that line themselves, putting a rate equitably over the entire area; and we work out the cost. It would depend upon being able to get a private company to get the capital to work that line and pay rent to the counties for the use of it. In that way they would have the controlling influence over their own money, and we believe the rate would not exceed 4*d.* in the pound; but under the guarantee system as it now exists, they guarantee money on capital raised by speculators, as a rule, and they have absolutely no control over it. I might be permitted to mention the disadvantages under which some of those districts have laboured for want of railway facilities, and the burden that is imposed upon its small producers. I would like to give some particulars of Swanlinbar district, which is one that we propose to take in. I refer to it in the proof, that there is a loss in one district of at least £7,000 a year by reason of the cost of collection and forwarding owing to the absence of railway facilities; at the same time, that district is paying 6*d.* in the pound on the capital of the Cavan and Leitrim Railway, and they have to bear the burden of 5*s.* a ton cartage on all incoming necessaries as well. I have got those figures from the principal exporters of produce in that district; it is a very large district, it takes in a radius of about ten miles for collection purposes, and the output of eggs is 850 tons in the year, 376 tons of poultry, live and dead, and 78 tons of butter. That poultry is chiefly exported to Liverpool and Manchester, the rates being 4*s.* 3*d.* and 4*s.* 8*d.* a hundred *via* Greenore; the eggs are chiefly exported to Glasgow, the rate being 32*s.* 6*d.* a ton at owner's risk, the cartage in all cases 5*s.* a ton by rail. The exporters have asked the Great Northern Railway and the Cavan and Leitrim Railway for through rates on poultry to Glasgow, but unavailingly. The existing rate is 9*s.* per cwt., which is double what it is to Manchester—more than double what it is to Manchester. One of the exporters has brothers in the trade in Glasgow, and could considerably enhance business if he could get an equitable through rate, but he has failed to do so.

37373. *Mr. Acworth.*—Is that 9*s.* rate *via* Derry or Belfast, or both?—It is put on rail. I do not think the exporter has any choice in the matter.

37374. Do not you know whether it is through Derry or through Belfast?—No, I could not say.

37375. *Chairman.*—At any rate, that is the rate they quote?—That is the rate they quote for Glasgow; they give no lower rate.

37376. It is half that rate to Manchester?—It is 4*s.* 3*d.* to Manchester. That is a hamper rate, too. It includes the use of the London and North Western hamper. The exporters state that if they had railway facilities in the district they could pay threepence a hundred more on eggs, which would be equal to over £1,275 a year; twopence a head on poultry, equal to £3,760, and a halfpenny a pound more on butter, which would be equal to £364. There is in the district what they call a pork trade. The men who live in the mountains round about have to bring down the dead pig in a creel on a donkey's back to the low level. They are all collected at Swanlinbar by carters, and the nearest market they have is sixteen miles at Enniskillen. The cost that each man has to pay is a shilling per pig for cartage into Enniskillen, and he then has to come down from his place in the mountains and walk into Enniskillen along with the carter to look after the selling of the pig in the market. In the winter time, when the frost is bad, the pigs suffer great injury from frost, and have often to be sold at a depreciated price in the market at Enniskillen. The lowest average that has been put on expenses incurred on the sale of the pigs is 6*s.* a head. The average trade of the district is 6,200 pigs a year, and that would work out at a loss of £1,860; so that, putting those figures along with the loss on eggs, poultry, and butter, it comes to £7,259 a year. That they practically pay for want of a railway.

37377. And with the railway there are capabilities for enormous development?—For great development.

37378. *Mr. Sexton.*—Have you named the district?—That is Swanlinbar. In the Dowra and Drumkeerin districts I find practically the same conditions in existence. The cartage rates from the nearest railway station at each of these places are 5*s.* a ton; there I was unable to get as close a figure from the exporters, but they agree that they could give the same extra price per head for poultry and threepence a hundred more for eggs if they had railway facilities close to them.

37379. *Mr. Acworth.*—How much extra for poultry?—Twopence per head, threepence a hundred for eggs, a halfpenny a pound on the butter, and the loss on the pork traffic is 6*s.*

Examined by Mr. Sexton.

37380. It is manifestly for the public interest that there should be competition in transit by land and sea?—That is so.

37381. You hold that the railway companies, because of the privileges that they enjoy, and because of the special Parliamentary powers which they obtain, stand in a special relation to the public?—That is so.

37382. It is clear enough, I think, that a great railway company can at any time easily suppress competition by sea, especially in the case of a port like Drogheda, or a small coasting service, by a temporary reduction of its rates?—Quite so.

37383. The existence of the steamer and the sea carriage is a benefit to the public?—Undoubtedly.

37384. The reduction of the railway rate, by reason of the existence of the steamer, is also a benefit to the public?—Yes.

37385. But you argue that when, by the action of the Steamship Company, that benefit to the public has been obtained from the railway, and when the railway, by the reduction of its rate, has suppressed the sea carriage, the railway should not then be at liberty summarily to withdraw the benefit to the public?—Quite so. It seems a most unreasonable thing that they should have power to bring their rates down for the purpose of killing a legitimate competition by water, where that competition is legitimate, and where it can be done cheaper than the land rates, and then to raise them again.

37386. Should you apply to the case this general legal principle—that a rate once voluntarily lowered should not be raised again?—For a considerable period, at any rate—say five or ten years.

The serious loss to the farmers of Swanlinbar district on account of the absence of railway facilities.

The agricultural industries of Dowra and Drumkeerin districts also suffering greatly from the same cause.

The necessity for an effective check on railway companies to prevent the arbitrary raising of rates.

The case of the Great Northern Company at Drogheda instanced.

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37387. Should not be raised again at all without satisfying the public authority, even after the lapse of a specified period?—Not in any case until after the lapse of a certain specified period, and then after satisfying some authority.

The practice of railway companies in raising rates when competition has been beaten off regarded as unjustifiable.

37388. I understand you consider that a railway company, by the mere expedient of a temporary reduction, can suppress a weak opponent, and by that means can deprive the public of the advantage which they had by reason of its existence?—Quite easily.

37389. You think that is unjustifiable?—Quite unjustifiable.

37390. And should not be permitted?—Certainly not.

37391. Especially as the railway companies hold a special position by reason of their Parliamentary powers?—Quite so.

37392. Now, in reference to Drogheda, I understand from you that before railways were constructed in Ireland, Drogheda was the natural point of import and export for about five Irish counties?—That is so.

37393. And also was the actual point?—That is so.

37394. It had a flourishing trade then?—It had.

37395. The effect of the introduction of railways has been, as stated in your evidence, that by various expedients, and, I may call them, perhaps, devices, the trade of your port has been reduced?—That is quite correct.

37396. Can we sum them up briefly. Preferential rates have been given by other routes?—Yes.

37397. Drogheda has been refused through rates?—Yes.

The serious injury sustained by Drogheda by the policy of the Great Northern Railway Company.

37398. They have refused to take goods from Drogheda for carriage to the interior?—They have refused to collect or pay charges on traffic going there.

37399. I gather that they have even embarrassed the despatch of goods inland?—They have embarrassed the despatch of goods inland, but they have not refused to take them.

37400. They have left the port of Drogheda in relation to railway accommodation in an unimproved condition?—Quite so.

37401. Subjecting you to a disadvantage of 1*s.* 8*d.* a ton in regard to coal especially?—In regard to coal.

Preferential rates given to other routes, and through rates *via* Drogheda refused, etc.

37402. Then they have so graded the rates from other ports inland as to leave you at a disadvantage of from eightpence to a shilling a ton, when this special disability of yours is taken into account?—Quite so; more than a shilling in all cases; it might add 1*s.* 6*d.* a ton.

37403. Is that prohibitive?—Quite prohibitive. The return given you of the imports of coal from nearly 60,000 to 37,000 will show you how it is gradually decreasing.

37404. When private and public ownership of railways are contrasted in discussion it is sometimes said that the State would have no interest in developing any port, if it owned the railways. What do you say to the private ownership of railways, which almost makes it inevitable that a great railway should, by reason of long mileage, usually favour one port to the exclusion or damage of all others?—It is most inequitable that it should be possible to do it; but people do not seem to take into consideration all the subsidiary interests that are affected. It is far more than the rate to the actual merchant that is complained of in these cases. It injures employment in the district; it injures the property of the district, it injures practically all the interests besides the actual interest of the man paying the particular rate.

The injury to a district not to be measured solely by the loss to a single industry.

37405. All the people, not merely the traders of that port, but the taxpayers and citizens, should have equal rights to live, and be helped to live?—That is so; and to live in their own district, and not have to migrate.

37406. Is it compatible with the public interest that a great railway should be permitted to nurse and stimulate the traffic of one particular port, and to damage and prejudice others?—It is not.

Equal treatment of all ports and districts called for in the public interest.

37407. Then as between a system which does that by the natural operation, as it were, of commercial motives on the part of the railway company and a system which regards no port with particular favour, or subjects no port to particular disfavour, what do you say of the public interest as between the two?—An authority which could be calculated upon to be impartial—a public authority—would be a great advantage; the difficulty is, perhaps, to decide what that authority should be, how it should be composed.

37408. Without going into the elements of its composition at present, simply contrasting the principles, do you say that an impartial authority, having no temptation to favour one place, and no inducement to disparage another place, would be better for all than an authority attached by interest to any particular place?—Undoubtedly.

37409. Now, about your railway project; this scheme proposes to construct a railway across the country from the east coast to the west, from Drogheda, running north-west to Mullaghmore?—Quite so.

37410. And to purchase and take up the Cavan and Leitrim Light Railway?—That is so.

37411. You have given the Commission a brief view of the important results that would be secured by this line to the residents of that very poor and undeveloped part of the country. I understand the capital required is about three-quarters of a million?—It would take about three quarters of a million.

37412. You would place the government of the line in the hands of a new local authority, composed of the representatives of three County Councils and of your port?—Of the Corporation of Drogheda—yes.

37413. Then, financially, the scheme would be contingent upon, firstly, the willingness of the Treasury to lend you the capital upon a sinking fund arrangement for repayment in sixty years?—Quite so.

37414. And secondly, upon the practicability of forming a company which would be willing to assume a minimum receipt of £8 a mile per week for the railway and pay you thirty per cent. on that?—Thirty per cent. on the receipts, as against £8 per mile a week.

37415. A Company that would be willing to incorporate itself upon the assumption that the minimum would be £8 per mile a week?—That, of course, could only be done with the development of the mineral traffic of the district.

37416. I mean that, in order to go on at all without subjecting the area to the risk of a heavy rate, you would have to get a company that would be willing to incur the responsibility of an agreement to pay 30 per cent. upon an assumed minimum of £8 per mile a week?—That is so.

37417. You think that assumed minimum fair, and well within the limits of probability by reason of its being the average between the present receipts of the Sligo and Leitrim and the Cavan and Leitrim?—That is so.

37418. Just one other point. I gather from your abstract that you are strongly impressed with the view that the railway question is only a limited part of the Irish question?—I am afraid that all questions in Ireland are only small parts of a great whole.

37419. We are all sensible of the width of the Irish question, and the variety of issues embraced in it, but the reference to this Commission relates to the railways, and the question put to them is, how the railways could be best employed for the development of the country?—That is so.

37420. If it were possible to satisfy financial conditions in such a way that united administration of existing railways would provide a surplus sufficient to work the subsidiary lines, to provide additional lines, and to make reductions in the rates and fares, do not you think that, so far as the railways are concerned, that would be the most beneficial thing that could happen to the country?—If it could be done, and all these advantages could undoubtedly be proved to follow, such a control as you suggest would be admirable.

37421. For instance, if the application of public credit, borrowing money at 3 per cent., or so, left a surplus of the present net profits, and if united management left a surplus also of working expenses, would not that be a more possible way of reducing rates and providing additional lines than isolated districts soliciting the Treasury for grants?—What we fear in Drogheda—of course I am speaking for the Development Association, and how we have discussed it there—is that it has always been a mistake for Irishmen to fall in with the policy of England to keep Ireland simply as a farmyard, and that we should have to develop the industries

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by developing the commercial spirit in the country, and that it should run side by side with any change of control over the railway companies. If a body could be formed that could carry out those two objects together, we think it would go a great way towards relieving a great many of the present difficulties.

37422. The development of a commercial spirit is a matter of generations, even under favourable conditions, but the needs of Ireland are urgent; because you desire to develop the commercial spirit in Ireland, necessarily a slow process, would you postpone the benefit that might be derived from such a use of the railways as would not only develop the agricultural output of Ireland, but also stimulate the markets for home products in Ireland?—What we rather feared was this:—If an authority is formed now, we do not see the exact material to exercise such a control over it as we would like to see. We have one body of men in Ireland at the present time—those are the County Councils; the County Councils, I believe, are very excellently conducted on the whole, but after all, they represent solely the agricultural interest, they do not represent the commercial interest.

37423. Apart from the County Councils altogether, is it not possible, would it be even difficult, to construct in Ireland a body *ad hoc.* for the administration of the railways which would be representative of the public, and upon which you could depend to apply the profit of the system in the reduction of rates and fares and generally for the public benefit, instead of subjecting Irishmen to what I think you must feel to be the humiliation and futility of coming over here day after day to the Treasury to ask for individual grants for individual enterprises?—Undoubtedly. I have simply to put forward that one point, and we think that any body formed should be thoroughly representative not only of the agricultural, but of the commercial interests. With a body like that we would feel quite satisfied that the interests of the traffic of the country would be well looked after.

Examined by Mr. ACWORTH.

37424. Just a word about the new railway. It would terminate in Drogheda instead of Belfast, but it would to a considerable extent run through much the same country that is proposed by the Blacksod Bay scheme which you actually cross with the line out in Sligo?—A line running at right angles to another surely does not affect it. It might cross it.

37425. It would be a line from the West to take traffic to and from England?—Quite so; England and Scotland.

37426. And the Blacksod scheme proposes to do that from Belfast?—The Blacksod scheme is in the air very much.

37427. It has got a Bill?—It has.

37428. It is said to have very powerful capitalists behind it?—I know some very clever people who will not have anything to say to it.

37429. Your scheme would not have any hope of getting, as the Blacksod scheme has, through ocean traffic?—No; we hope to get solid mineral traffic.

37430. It would have to depend on the local resources of this district?—That is the object of it, to develop the local resources of the district.

37431. The other scheme has a sanguine hope of ocean traffic behind it?—It may have hopes.

37432. Do you think it is quite likely that that object would be met?—I speak of a line that would pass through an area of country which has recently been almost in its entirety—except at County Louth and County Meath—the subject of enquiry by the Congested Districts Commission. They have sat and enquired how they could assist the unfortunate people who are nearly starving. I have gone through that district personally, and it is almost painful to see the condition of things and see the people living as they are. The object of the Commission is to see how to develop so that the condition of the people could be improved. We say it is known to contain large mineral resources, and in no way could the Government assist those people better than by giving them railway facilities from that district to enable those mineral resources to be developed, and enable employment to be given them, and to reduce the heavy cartage rates that exist at the present time.

The prospects of traffic on the route of the proposed railway from Drogheda to Mullaghmore.

37433. You would strike through Cavan or somewhere there?—That is just roughly the scheme—that blue line (*handing in a plan*).

37434. I see. Suppose we take Killeshandra, which is close enough to it, so, roughly speaking, I am not far wrong when I said Cavan—you go pretty close to Cavan everywhere, so that you can already get to the seaboard—not to Drogheda, so conveniently, I admit, but to the seaboard?—From what point.

37435. Supposing the new line for the sake of the congested districts were made across as far as Cavan; then it has an outlet as far as Dublin or Belfast?—A very long roundabout way. You have a district between Cavan and Mullaghmore which is not really provided properly with facilities. Bailieborough is a place some distance from a railway, but there is a very large woollen manufactory there.

37436. You think the whole district wants development?—Undoubtedly, and there is supposed to be a large demand at Ballinamore, too, and at Kilmainham and Kilnaleck.

37437. Do you remember twenty years ago or more, when the North-Western went to Greenore?—Yes.

37438. They thought they were going to develop a very big trade?—Possibly.

The development of the Greenore route by the London and North-Western Company.

37439. It has not been a very great success by all accounts; their accounts show they are losing money on their Irish lines, the Newry and Dundalk?—They have been carrying goods for practically nothing in order to prevent the Steamship Company from getting them.

37440. It has never been a very profitable undertaking?—They are losing money on the Dundalk steamer. There is no reason, I presume, why they should not lose on them.

37441. They are losing money on that?—Railway companies are willing to lose money for years in order to kill a competitor.

37442. That may be; for all that their trade to Greenore has not been very much developed?—That may be.

The Drogheda harbour authorities prepared to improve the accommodation as traffic develops.

37443. Do you not think that is because of the natural advantages of Belfast and Dublin?—That may be.

37444. I am not blaming Drogheda in the least, but you have to face the fact that it is an inferior harbour, of course, for steamers?—So was Dublin. A few years ago, in 1874, you could walk across the Liffey, where the North-Western boats lie now, at low water.

37445. Who spent the money upon that?—The Port of Dublin. The railway companies brought their railway facilities down alongside at their own expense; they did not ask the people for any money to do that; if they had, Dublin could not have developed.

37446. They did that after the Dublin people had made their port available at most states of the tide?—No, the railway was there before the port was developed.

Connection with the railway required.

37447. Your view is that the railway companies ought to come down to the quays?—If they came down to the quays, the Drogheda people would be quite willing to assist them in developing the port.

37448. Have you ever made a suggestion of that kind and asked them to come into a joint scheme?—I have not, but it has been done previously.

37449. Have you pledged yourselves to an expenditure of money to improve the harbour?—I do not believe the point was raised in that way.

The Lancashire and Yorkshire Railway Company's acquisition of the Drogheda Steamship Company.

37450. I want to ask you about another thing—the Lancashire and Yorkshire service. I gather that the Drogheda people wanted them to go there, did they not?—My own impression, if I may give a personal view, as I have not consulted our Association on this point, is that the sale to the Lancashire and Yorkshire was an engineered thing. They may have been asked, or they may have got somebody to ask them.

Promise of a better service of steamers not fulfilled.

37451. I do not doubt that, but, as a matter of fact, Drogheda wanted them to come?—No, Drogheda did not want them to come until they volunteered to come; then, with the representations that were put forward as to the gain they were going to get, the Drogheda people thought they were going to be made a second Liverpool.

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The acquisition of the Drogheda Steam Packet Company by the Lancashire and Yorkshire Railway Company, supported by Drogheda in the expectation of an increased steamer service.

37452. When the Bill was brought before Parliamen, the Drogheda people supported it generally?—Certainly; anybody would have done so after reading Mr. Aspinall's evidence. The whole thing was based on Mr. Aspinall's evidence.

37453. I will not go into that; Mr. Aspinall's evidence was: "We hope to give a good service, and to get a good trade"?—Mr. Aspinall's evidence was very clear and distinctive, that we had not got such a service at present as we ought to have, but if their Company came, they could give it.

37454. There was not any pledge of six days a week or anything of that kind certain?—There was no definite pledge, but there was a clear indication.

37455. An expectation that they would do something?—Not an expectation, but what they would do if they had got the powers.

37456. Just tell me what passage you are referring to? If you take it, to begin with, Mr. Balfour Browne was examining. The question was: "I believe what is strongly desired is an efficient and expeditious service so as to retain their traffic." Reply: "Yes." (Q.) "Can such a service in your view be carried on by a Company with small capital and such revenue as the Drogheda Company?" (A.) "I believe not." I gather that you agree with that, that they had not money to provide new steamers?—I do not agree with that. I believe the Company would have gone on very well if certain action had not been taken to induce them to sell, and they thought from these representations and others that were made privately that it was a splendid thing for the town that was going to be developed to let a powerful Company like the Lancashire and Yorkshire into it, but, personally, I think it a great mistake to let any English company in.

The introduction of English Railway Companys to Ireland objected to.

37457. I am not in the least disputing that; but Lord Pirrie said they had £11,000 in reserve, and they had only been paying a 2 per cent. dividend or something of that kind?—That is so; they were facing competition at that time; that does not indicate that they could not improve.

37458. A company in that position could not have afforded to buy steamers such as the Lancashire and Yorkshire did; they put two on, did they not?—Not at that time; one steamer was put on.

37459. They put on two to start with?—They might have built two nominally for the Drogheda trade, but they took care to take one away at an early date.

37460. But they started with two. You will agree with that so far?—One of those was for the east coast of England trade.

Explanation of the decrease in traffic through Drogheda.

37461. It was taken off soon afterwards, but it was tried for Drogheda?—I do not believe it was ever built for Drogheda; it was for the east coast trade. When before Parliament they took powers to put on two boats, and they had to make an appearance.

37462. You agree that it was sent there?—It was taken away in a few months.

37463. Has not the trend of the traffic changed a great deal? Is not a large proportion of the stuff going to Scotland?—Store cattle and sheep.

37464. And pigs?—No pigs come through Drogheda at all; they all go by Dublin.

37465. A larger proportion of the traffic from your district is going to Scotland than used to?—I believe so.

37466. You know, of course, that the Lancashire and Yorkshire have not powers to run to Scotland?—I do.

37467. Therefore, if there is no other company, and the Drogheda traffic is going to Scotland, it cannot go by the Lancashire and Yorkshire steamers. That is not their fault?—Not at all.

37468. I am told another thing. Curiously enough, there is a bacon factory at Navan?—There is.

37469. And the pigs that used to come alive are now turned into bacon and eaten in the neighbourhood of Navan?—Yes.

Pigs previously exported now turned into bacon at Navan.

37470. That is an Irish industry?—They are practically local pigs.

37471. That is a disadvantage to Drogheda as a shipping port?—Yes, there are dealers who always used to ship from Drogheda to the English markets, who are now sending their pigs to England—not sending them to the bacon factory—but sending them to England, *via* Dublin.

37472. I can quite fancy that, but it is a fact that a good many of the pigs that used to go alive are now being manufactured into bacon in Ireland?—Certainly.

37473. That is just what we all want to see for Ireland, a development of local industry?—Certainly.

37474. Unfortunately, so far, Drogheda suffers?—Yes.

37475. That is a disadvantage?—I have not alluded to the pig traffic at all. I knew that there were certain reasons for it.

37476. I just wanted to see that my information was correct. Now I will go to another point. Navan reminds me. You thought it was unreasonable to give cheap tickets to Dublin unless you gave cheap tickets in the same degree to Drogheda?—That is so.

37477. Take that a little further; I suppose there are shopkeepers in Navan?—There are.

37478. Suppose you gave cheap tickets on five or six days a week to Drogheda, what would the Navan shopkeepers say?—I would give them both ways.

37479. Would it not be simpler to make all your fares 50 per cent. down at once?—Much simpler. Why do not the Great Northern to-day do that? If they did that there would be no complaint.

37480. Is not the answer that they do not think they could afford it?—No; the answer is that they make more by bringing people up from Drogheda than they would make on taking the goods down, and they do not want the port developed, because it would create a competition in their route and prevent them getting the long mileage from Dublin and Belfast.

37481. Surely if they get the same rate for a ton of goods from Dublin to Drogheda as from Drogheda to Dublin it does not matter to them which way the traffic flows?—They prefer to bring the people up. There are more people who go to Dublin to purchase a ton of goods, and they make more money out of fetching them than they would on the transit of a ton of goods to Drogheda.

37482. You agree that they are not doing it to spite Drogheda?—We believe they are doing it distinctly to prevent the development of the port of Drogheda.

37483. That is not their object?—It is their business to make money, and they hit on the scheme that gives them the most money. They are quite regardless of the interests of the shopkeepers of Drogheda or anything else.

37484. You do not mean that they have got any particular reason to want to hinder Drogheda—they want to take their own way—what suits them. That is your view?—I say they want to hinder the development of the port of Drogheda, because it would effect a competition against them if it were developed, which they do not want. It would give them a shorter mileage.

37485. It is their interest to develop Dublin and Belfast rather than Drogheda?—Yes.

37486. That is your view?—Yes.

37487. Now, about these rates—your Development Association are evidently public-spirited and prepared to spend money. Do you know that you can raise this question of putting up rates at present quite inexpensively?—No, we do not; I am not aware of that.

37488. Are you aware that a railway company cannot raise a rate that has once been fixed?—They say it is not in their book; they have not altered it in their rate-book.

37489. It has been charged?—It has been charged, but they very seldom put a rate down unless for two or three people who insist on having the rate.

37490. It has been charged, and you have good evidence that it has been charged?—That is so.

37491. If they raise that rate, and any trader challenges it, they have to satisfy the Railway Commission that they have a reasonable ground for raising it?—Then it goes into law; you would have to employ counsel, solicitors, and all the rest of it.

37492. I assure you it would be a great deal cheaper than running a special steamer to Glasgow. You get your solicitors to look into the matter?—If I may take it from you as a Commissioner that the fact that they gave a 4*s.* rate for flour is the publication of a reduced rate, then I think we shall be able to deal with the matter.

37493. You must not take it from me that it is so, but I suggest that you should ask competent legal advice as to whether it is not so?—That is rather hedging.

37494. I must not, of course, give you advice against a company clearly, even if I were quite certain, but I suggest that you should consider whether you have not a legal remedy at present?—You ask whether we are not public-spirited enough to deal with it; I say yes, if we had it on authority. You are hedging now as an authority, and saying you are not quite clear what our rights are.

37495. Do not say that. I say if I was quite clear I should not tell you so, because I do not think it right to give legal advice across the table here. If you were to ask that, I think you would find that it is not as expensive as you imagine. There is no reason why it should be a very expensive process?—The general opinion is that it is useless to throw money away in making any claim against a railway company.

37496. Have you any grounds for that opinion?—Any cases that have been dealt with have always been very troublesome.

37497. I assure you there are plenty the other way.

Examined by Colonel Hutcheson Poë.

37498. With reference to this railway which you propose to construct, I see you have put the probable rate on the whole area which you propose to charge at about 4*d.* in the pound—3¾*d.*—and that works out roughly at £13,500 a year?—That is so.

37499. You are aware that in nearly every case where these railways have been constructed, very rosy estimates have been formed as to the rates which would be entailed on the district?—Yes.

37500. Sometimes it has been said that it will cost 2*d.*, 4*d.*, or 6*d.*, and in nearly every case, instead of those estimates being realised the rate has gone up to something like 6*d.*, 8*d.*, 1*s.*, and even up to 2*s.*?—Yes.

37501. In other words, the estimates have been doubled and trebled?—You are dealing now with ordinary speculative promoters' schemes. We are not suggesting that there is to be any promotion in this. It is a mater to be dealt with by the counties if these figures and calculations can be substantiated.

37502. That argument applied to the railways constructed in the early stages of the Act, but later there was not the same promotion. At first there was a great deal of speculation, and no doubt they were very improperly financed, but I am talking of the railways constructed under the different Acts, some 22 in number. Those estimates have been always exceeded, and have entailed a very heavy rate upon the districts. What reason have you to think that when you estimate this rate it may not, unfortunately, also be doubled—that the 4*d.* might be 8*d.*, or even a shilling?—We have as an illustration the cost of the construction of the other lines, and we have put that at a rate——

37503. I do not want to go into the whole of that point, but I think the cost is practically £5,500 a mile?—£5,500 is the outside price.

37504. Some of the railways have cost £4,000 and others £6,000, but roughly speaking there is not a great deal of difference. I only wish to get the broad principle. Do you think that any County Council—County Cavan or County Leitrim—in the light of past experience, and seeing the heavy levies which these different railways have entailed upon their districts, would be willing to undertake such a big transaction as this, of raising a capital sum of something like £900,000—£838,000?—But it is spread over such a large area that it comes to such a small thing practically on each.

37505. In every county where a guarantee has been given the charge is a very onerous one. You know that County Leitrim refused a loan of £24,000 only the other day because they thought that it might entail some extra charge for working expenses?—We are not asking that anything should be done if the Counties of Leitrim and Cavan, and Drogheda refused to participate in it.

37506. My point is this: in the light of past experience do you think for one instant that these counties or any other county in Ireland would in the present day make themselves liable for the payment of such a large sum—£13,000 at the lowest estimate—and probably £26,000 or £27,000 a year for this railway, irrespective of this particular rate. Do you think it likely? It is of no use discussing the point if you do not?—I do think it likely under the circumstances and conditions that we have put before you.

37507. The whole weight of the evidence with regard to a baronial guaranteed railway is that no county would ever think of putting their hands into their pockets for one penny more?—No county owns a railway. In this case the County Council would own it themselves.

37508. With regard to the Lancashire and Yorkshire service, you referred to Mr. Aspinall's evidence. I have read it here, but I know nothing more about the service than I have read. Presumably that company was prepared to come in with plenty of money at their back and do their best. They did not do it from philanthropy, but thought there were great prospects of opening up a profitable traffic, not only in agricultural produce, but a large tourist traffic up the Boyne, which, I believe, is a very beautiful district?—That is so.

37509. From the very first they were thinking of doing it as being a good thing for the country and a good thing for themselves. Manifestly the original company had not much money, and were not in a position to develop the tourist traffic and cross-Channel traffic, and the evidence given showed that unless something could be done at the hands of a powerful company the traffic, which was then declining, would still further decline. From the very first, the first year after the Lancashire and Yorkshire came in, the traffic fell off at once by some few hundred pounds, and, seeing that, they were obliged to reconsider their position, and instead of running four steamers, as they originally intended, they found it did not pay them, and they curtailed that service. I only want to be fair as far as one can, and get to the root of things?—You would hardly assume that the Lancashire and Yorkshire Railway Company went into such a speculation with their eyes closed. They calculated and estimated everything most carefully before they dealt with the matter at all.

37510. I should imagine so?—They went to Parliament and made certain representations in order to get an Act of Parliament granted. We say they did not carry out their undertaking to Parliament, and they clearly showed their knowledge of what would happen in the evidence of Mr. Aspinall.

37511. What they expected would happen?—The fact remains that they did not make any speculation about what was going to happen. They said that if it was in their hands these things would happen.

37512. Naturally in the interest of his company Mr. Aspinall was anxious to do what he could to develop the traffic?—But his point was that the sailings were not sufficient at the time, and that the uncertainty of the sailings would prevent the traffic being developed.

37513-4. For a year they kept it on?—Only the first year.

37515. And the result of that first year's trading was to show a loss on the previous year's trading?—Quite so.

37516. And they had to reconsider the position?—I know nothing about the loss on their trading; I only know about the reduced tonnage.

37517. I daresay we shall have some evidence from the Lancashire and Yorkshire Company subsequently, but on the face of it it seems inconceivable that any large company such as the Lancashire and Yorkshire, who had gone into this question, should have lightly abandoned it except under great pressure, and only because they found it was not paying its way and was still further declining?—If the agreement between the Lancashire and Yorkshire and the North-Western —

37518. I was coming to that point, but have you any solid grounds for thinking there is anything of that kind?—I cannot say that we have solid grounds, but it is the report, and coincidental with the reduction of sailings and interest in the port of Drogheda we find the competition between the Lancashire and Yorkshire and the London and North-Western in the Liverpool and Manchester district was reduced, which points very clearly to an agreement of some kind between them.

37519. Your view, for what it is worth, of course, is that the North-Western Company have indemnified the Lancashire and Yorkshire for any loss of

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Mr. George de Belle Ball, Representative of the Drogheda Development Association.

The proposed line from Drogheda to Mullaghmore. The counties concerned likely to object to any further railway tax.

The Lancashire and Yorkshire Railway Company alleged to have failed to carry out their undertakings as to developing traffic through Drogheda.

The steamer service from the port diminished after the first year of Lancashire and Yorkshire Company's working

Suspected "pooling" arrangement between the Lancashire and Yorkshire Railway Company and the London and North-Western Railway Company.

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Mr. George de Belle Ball, Representative of the Drogheda Development Association.

traffic which they may have sustained by virtue of their reduced cross-Channel service?—The common idea is that there is some pooling arrangement between them. Drogheda was made a pawn in a game of chess between them.

37520. At any rate, your particular point is that Drogheda suffers a grievance as far as its development is concerned from the action of these railway companies?—That is so.

Suggestion that railway rates reduced to kill competition should be continued

37521. I noticed that in reply to my friend Mr. Sexton with regard to rates, you said that where a rate has been reduced and brought below the rate actually charged when there was sea competition, which sea competition was in the interests of the traders—such a rate having been introduced in order to kill that competition—you considered that sufficient ground for the law insisting that that reduced rate which had the effect of killing the competition, should be continued?—Undoubtedly.

37522. Would you also go further and say that when that reduced rate was given by the railway company presumably it was a paying rate to them. They may not have made so much profit as when the old rate was in force, but presumably they were making something out of it. Would you say that they were carrying that traffic for nothing?—You never can tell. Take, for instance, oats. They carried oats in competition with the coasting service to Dublin at 4*s.* 6*d.*; the old rate was 8*s.* I do not suppose it would pay them to carry 150 or 160 miles for 4*s.* 6*d.*

The period for which the coasting steamer service was continued.

37523. I think they actually lost while that rate was in force, carrying the traffic at an unremunerative rate in the hope that they would drive off the other. My point is, that if the rate paid them for a couple of years—the old coasting service was in operation for two years?—Two years? Three or four years, was it not?

37524. I am speaking of the previous service?—They only ran between Dublin and Derry and Dundalk.

37525. My point was that where a rate presumably did pay the railway company, and where it had been put in force for certain specific purposes against the interest of traders, that would be a further argument that the rate should be continued?—Yes.

37526. One other question. I gather you would wish to see the railways put under some popular control, if such a control could be satisfactorily established. Would your idea be that if such a system could be brought in, what the unified system would have to look to, would be, not a particular sea competition or rival railway competition or the particular nature or extent of the traffic to be carried, or even its value so much as what rate would pay for the cost of conveyance plus a moderate sum to cover the interest on cost of construction. That would be your idea?—That would be my idea.

37527. Private railway companies, organised as they are at present, naturally in the interest of their shareholders, have to look to all those factors, sea competition, railway competition, the nature of the commodity carried, its value, and so on. Those considerations would not operate to anything like the same extent if put under some such system as that put forward by Mr. Sexton. Is that your view?—That is so. As a matter of fact, the returns for 1905 would show that if the earnings were distributed, taking preference, guaranteed shares, debentures, loan stock, with all their various interests paid, there would still be a balance equal to almost 3 per cent. on the ordinary capital of all the railways in Ireland; so that, if all the systems were unified even now, there would naturally be no loss. There is 3 per cent. on the ordinary capital after paying all and relieving the ratepayers on the guaranteed lines as well. The figures for 1905, I think, will show that.

Mr. Tatlow.—Might I just inform you of one thing about that charge complained of in the rates for herrings to Glasgow and Galway which Mr. Green mentioned yesterday. I have just received a telegram from Dublin saying there is a low rate in operation; they are receiving a rate of 3*s.* 9*d.* per cwt.

Mr. Michael M'Nelis, J.P., examined by the Chairman.

Mr. Michael M'Nelis, J.P., Representative of the Ardara Railway Committee.

37528. You appear on behalf of the Ardara Railways Committee?—Yes.

Constitution and object of the Ardara Railway Committee.

37529. What is that committee?—It is the clergymen of the district of all denominations, and justices of the peace of the district. It was established about two years ago for the purpose of trying to promote a line of railway between Glenties and Ardara to develop that district.

Number of ratings in the Glenties Union.

37530. Just to get on the notes some idea of the congested state of the union where this railway is projected, just give us the number of ratings in the union?—The number of ratings is 10,120.

Average valuation for each householder.

37531. What is the valuation?—The entire valuation is £22,311.

37532. That makes an average of what?—The average valuation for each householder is £2 4*s.*, and the number of ratings under £4 valuation in the union is 9,228, or 75 per cent. of the whole. From this it is evident how desirable it is in order that the inhabitants of this most congested district should live in any sort of comfort that the material resources of the district should be fully developed. For the purpose of this development there is no gainsaying the fact that the railway extension, is a most important factor

A line of railway between Glenties and Ardara suggested to develop local industries.

37533. What are the principal industries in the district?—Fishing is one of our principal industries.

Average yearly value of the fishing industry, and the heavy cost of carting the fish to the railways.

37534. Can you give us any particulars about the fishing industry?—I can from the extracts of the reports of the Congested Districts Board. The number of fish taken by the local fishermen, taking the whole four years from the 31st of March, 1903, to 31st March, 1906, you find that the average earnings of fishermen, for fish caught in the district, comes to about £1,200 each year. Then the cost of marketing those fish, carting them to the markets from the different stations where they were landed to the nearest railway station comes to about £720 a year.

37535. *Mr. Aspinall.*—What is the distance that they have to be carted?—It varies from nine to twelve miles.

37536. *Chairman.*—Where are the fish landed?—Some are landed at Port Noo, some at Rosbeg, and some at Lochras Point.

37537. Just take the fish landed a Rosbeg—I suppose that all has to be carted to Glenties?—Yes.

37538. How far is that?—Twelve Irish miles.

37539. The earnings of the fishermen for the period that you have mentioned—have you any estimate of that?—It varies slightly for different years, but, taking it on the general average for the four years, it comes to about £1,200.

37540. Has your association, your committee, been in communication with any of the public authorities in Dublin upon it?—Yes.

37541. What is the latest communication you have had with them?—The latest communication we had from the Castle was on the 14th January of this year, 1907, with reference to it. I may mention that the matter was put before the late Chief Secretary, Mr. Bryce. The case for railway extension for the locality was made out very strongly by the deputation that waited on Mr. Bryce on the occasion of his visit to Ardara last summer—that was the summer of 1906. The Chief Secretary then expressed his thorough approval of the project, and promised to do all in his power to support it, but subsequently we memorialised the Lord Lieutenant in the matter, and a reply was sent to the Secretary of the County Council, and the Glenties District Council, which, while practically admitting the utility of the project, stated that they wished to know what contribution would be made locally before a Government grant could be sanctioned; and the railway companies, the District Council of Glenties, and the County Council, replied to this enquiry of the Lord Lieutenant to the effect that, owing to the poverty of the district, and the burden of taxation borne by the taxpayers, the rates amounting to 8*s.* in the £ on houses, and 5*s.* in the £ on land, no local contribution could be made. The reply of the District Council pointed out, moreover,

Mr. Michael M'Nelis, J.P., Representative of the Ardara Railway Committee.

that a Tory Government had already constructed three important railways in County Donegal, Glenties at a cost of £110,000, Killybegs at a cost of £115,000, and Burtonport at a cost of £325,000.

37542. A total capital grant of half a million?—Half a million.

37543. You can stop there?—The reply went on to say that it seemed strange that a Government professing great friendship for Ireland should baulk at the comparatively paltry sum required for this extension.

37544. What was the amount?—£25,000 to £30,000. Mr. Swiney will give evidence on that point—the cost of construction.

37545. Is there anything else besides the fishing industry to which you have referred?—There is the homespun industry, and the cattle and sheep raised in the district, and there is crochet and thread.

37546. *Mr. Sexton.*—Is there any building stone?—Yes, granite; and there is the peat industry. Then the development of the tourist traffic is a considerable item.

37547. *Chairman.*—Now, what have you to suggest to this Commission in reference to it? What is your suggestion?—The suggestion is that some——

37548. First of all, I suppose the case for the railway is as strong to-day as it was when you first raised it with Mr. Bryce?—Yes, but there is this much, that we consider that when two wealthy companies like the Great Northern of Ireland and the Midland Railway have acquired the two State-made railways, which were constructed at a cost of £225,000, for a sum of £5,000, they should take some steps to spend a small sum of about £30,000 in developing the resources of the district through which their railway passes, and they were approached on the subject themselves after we got the reply from His Excellency on the 14th January, 1907. We had made arrangements with the Joint Committee of the Great Northern of Ireland and the Midland of England to meet a deputation of merchants of our own place with a view to putting the matter strongly before them. The Joint Committee were at Glenties, and had arranged previously, but through some misunderstanding on the part of the Secretary of the Committee no deputation could be appointed.

37549. And you have not met them yet?—I personally met them myself; but I was not deputed—it was only a mere accident. On July 23rd I received a letter from Mr. Lawson, the Secretary of the Joint Committee, pointing out that "The Joint Committee propose inspecting this line on Friday and Saturday next, and expected to be at Glenties about 10.30 a.m. on Friday. It would be well, therefore, in case the Committee should wish to receive a deputation on the question of the extension of the line from Glenties to Ardara for you to arrange for a small deputation to be present if you think it advisable." The Committee came, and we could not arrange. I pointed out the facts afterwards to Mr. Plews, the Manager of the Great Northern Railway, and received this reply on the 31st July:—"I am in receipt of your letter of the 28th inst., and am sorry that the communication from Mr. Lawson should have been so indefinite. The Joint Committee had distinctly determined that they would receive the deputation, and of this you should have been made acquainted. However, I am quite sure that your explanation to the Committee has put them in possession of the whole facts of the case, and the subject will be considered at the next meeting of the Committee." On September 19th, 1907, we received the following reply from the Secretary of the Joint Committee, Mr. Lawson:—"Dear Sir,—With reference to your letter of the 23th July to Mr. Plews, which has been sent to me, I beg to inform you that the question of extending the railway from Glenties to Ardara was considered by my Committee on 5th inst., and I am instructed to say that while the Committee are desirous at all times of affording facilities for traffic and to meet the wishes of the public as far as possible, they regret they do not feel justified in making any extension of the line from Glenties at present.—Yours truly, W. R. Lawson."

37550. That does not shut the door actually?—No, but it is tantamount to it.

37551. I suppose there is no question that a line of that kind in that poor district would do an immense amount of good?—Oh, yes, unquestionably it would be very useful, and I find from the returns of the Midland Railway Company——

Examined by Colonel Hutcheson Poë.

37552. In the first instance that line seems to have stopped at a very small place in the middle of the district when it might have been continued down to the sea coast to the point that is now suggested at Ardara?—Yes.

Ardara a more natural terminus for the railway from Stranorlar than Glenties.

37553. I think it has always been recognised that if the line were built over again the Government would probably make Ardara the terminus?—Yes, that is so.

The ratepayers of Ardara district paying tax for the Killybegs line while obliged to use the Glenties line.

37554. That is the view Mr. Bryce took?—Yes. I may mention that there was one mistake made at the time of the construction of this line, that is to say, the Killybegs was the line promoted first. The people residing in the district of Ardara only consented to a baronial guarantee on the understanding that the line would eventually be extended to Ardara. That is through Killybegs; there was no other line nearer at that time. Soon after that Mr. Balfour granted the line to Glenties—he got the line constructed to Glenties—with the result that the people living in and around the district of Ardara had to pay tolls for the maintenance and support of the Killybegs line, while at the same time they were getting their traffic over the Glenties line, which was nearer by rail and a shorter distance by cart to Ardara. The result was that we were at the same time paying money into the pocket of the Board of Works and the old Donegal Company—about £250 annually to each. The surplus profits annually derived from the Glenties line went into the pockets of the Board of Works and the old Donegal Company, while at the same time the ratepayers of the barony of Banagh were paying out of the rates about sixpence in the pound towards the maintenance and support of the Killybegs line in consequence of having lost the Ardara traffic.

37555. Is there any fish traffic at Ardara to any considerable extent?—Yes.

37556. That is now carted, I suppose, either to Glenties or to Killybegs?—Yes.

The fish traffic seriously affected by the absence of railway communication to Ardara.

37557. At any rate, there is a considerable fish traffic which at present has to be carried by cart a distance of six or seven miles, and I fancy the roads there are rather severe?—Yes. Six would be the shortest number of miles.

37558. I think, if I remember right, that at the time Mr. Bryce received that deputation the reason why he advocated the railway was that he considered the roads not suitable for motor traffic, and in his opinion the only means of getting communication was by means of a railway. I gather from your proof that the joint companies—the Midland and Great Northern—who have taken over the whole of that system, have not absolutely shut the door; they have consented to meet a deputation of the traders of the district to consider the question again; was not that the bearing of their letter?—That was the bearing of the last letter.

37559. It was subsequent to the deputation that that letter was written?—No; the letter was written before the railway company saw the deputation.

37560. Then practically we may take it as closed?—Yes.

37561. I suppose your contention is that if such a large grant of money, practically a quarter of a million, was given by the Government and supported by a contribution of only £10,000 from each of the two railways——?—£5,000 altogether.

Suggestion that the joint committee working the Donegal Railways should contribute to the construction of the Ardara extension.

37562. At any rate, it was comparatively a small sum, and the Donegal Railway Company (now the Midland Great Northern) having acquired at the expense of the Government this large line—presumably a profitable one—you think that they might be a little more public-spirited in doing something towards making this desirable connection?—Their Excellencies are prepared to construct the line provided there is a local contribution.

Government would probably grant the balance of the cost

37563. Provided they get a local contribution they would bring the matter before the Treasury; so that probably if the railway company met you half-way, or even to the extent of a fourth of the cost, the Government would do the rest?—Possibly if the Joint Committee give £5,000 the Government will give the balance.

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Mr. Michael M'Nelis, J.P., Representative of the Ardara Railway Committee.

Examined by Mr. SEXTON.

37564. Have you said what the length of the line would be?—About six miles.

37565. What is the usual distance that the fish is carted?—It varies from 11 to 12 miles.

37566. You have given one case here of 20 miles?—That is for salmon only.

37567. Salmon are carted as much as 20?—The herrings and all the other heavy fish is carted 11 or 12 miles.

The distance which the fish from Ardara district have to be carted.

37568. To the great reduction of their market value?—Yes.

37569. What would be the greatest distance of cartage if you got this railway?—About three to four miles.

37570. Even in the case of the salmon?—The salmon; I am not talking about the salmon; you would still have about 14 miles for the salmon.

37571. But for all other fish it would be a distance so slight that it would make no material difference?—Yes.

37572. Have the Irish Government given you to understand what part of the £20,000 they want to be provided otherwise than from the Exchequer?—No. They say that if the local contribution is given they will consider the matter.

Amount of the local contribution required to induce the Government to support the Ardara extension.

37573. How much do you suppose they would want?—I think about £5,000.

37574. Those two lines, Killybegs and Glenties, were they built at a cost of a quarter of a million and given over practically as a free gift to the powerful combination of the Great Northern of Ireland and Midland of England?—Yes.

37575. Could you say, apart from any question of balance between receipts and expenses on those two lines, whether they have proved valuable feeders to the main line?—Certainly.

37576. Would it be correct to say that the Northern and Midland combination thereby acquired a valuable revenue from traffic fed on from them to the main line?—Certainly.

37577. And you consider that such a contribution as £5,000 from these companies would be only a small percentage of the advantage they have got from that State gift?—That is all.

Examined by Mr. ACWORTH.

37578. I do want to understand the geography. You say from Glenties to Ardara is six miles?—Somewhere about that.

37579. You say the fish is carted at present twelve miles, and suppose you bring the railway six miles nearer, as far as my arithmetic goes, that will leave six miles to cart, would it not?—But the fish will be landed at different places to where they are at present; practically new harbour accommodation has been provided.

37580. I see. You would land them at a different place, which would only be three or four miles from the railway?—The Congested Districts Board are making a new harbour.

37581. Is no fish landed at Gweebara?—No.

37582. It is not a likely place to land fish?—No.

37583. So that if you get your railway down to Ardara, it would be the only place in the district where a railway is wanted for the fish traffic?—Yes.

Mr. J. H. H. SWINEY, M. INST. C.E., examined by the CHAIRMAN.

Mr. J. H. H. Swiney, M.INST. C.E., Belfast. Representative of the Ardara Railway Committee.

37584. You are a civil engineer?—I am.

37585. And you have made an estimate of the cost of the proposed railway to Ardara?—I have.

37586. Have you carefully considered what the cost would be about?—I have—yes.

37587. What is your estimate?—That I do not remember.

Estimate of the cost for the proposed Ardara extension.

37588. The total?—£25,587 for the five miles five furlongs.

37589. And it is under six miles?—Yes.

37590. And you think that for that amount of money a railway could be constructed in this district?—I think so; probably less than that.

37591. Have you heard the evidence of the previous witness, Mr. M'Nelis?—Unfortunately I have not. I have only just come into the room.

37592. Very well. We have heard all the particulars about the railway; we only wanted to ask you about the estimate. You are satisfied that £26,000 would build the railway?—I am quite satisfied that it would.

No physical difficulty in the way of construction.

37593. *Mr. Sexton.*—There are no physical features of difficulty—no sharp curves or steep gradients?—None. The only inclination of steepness at all is just leaving Glenties Station, and that is not steeper than the line existing from Glenties.

37594. *Mr. Acworth.*—I see you estimate the forty-five acres of land required at £50 per acre?—Yes.

37595 Is any part of that land building land?—No, none of it.

37596. Does it seem reasonable that public money should be given if it is going to be spent in buying land of that kind at £50 an acre?—I think you would get it for very much less if the railway went; a considerable amount is proposed to be given free.

37597. Do you think that if public money builds a railway it is reasonable that the people who are going to get the benefit of the railway should also make a large profit on their land?—I do not suggest it, certainly.

37598. You have calculated it on the basis of making a large profit?—I must do that.

37599. *Mr. Sexton*—You say a good deal of the land would be given free?—So I understand.

37600. *Colonel Hutcheson Poë.*—I understand Mr. Bryce was informed at the time of the deputation that the land would be given free?—Yes.

37601. That would largely minimise the cost of the railway?—Yes.

The Commission adjourned till the following morning at 11.15 *o'clock.*

SIXTY-FIRST PUBLIC SITTING.—FRIDAY, NOVEMBER 15TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Chairman.—We have had a meeting this morning, and we have practically decided that the railway companies must be prepared to commence their case at the beginning of April. The date is not yet fixed, and before we fix the date the Commissioners would be much obliged if the railway companies would furnish a list of the witnesses they propose to call, and also abstracts of their evidence, to be in the hands of the Commissioners some time before the evidence is given. Now, we thought it desirable to give you this lengthened notice, so that you will have ample time to make your preparations. We are of opinion that we shall finish what we call public evidence in January.

Mr. Croker Barrington, Solicitor.—Thank you, Sir Charles. That is what I really wanted to know. That will give us ample time.

Chairman.—Ample time. And it is to be understood that the abstracts of evidence will have to be furnished precisely as they have been in the case of traders and others, before the dates are fixed.

Mr. Croker Barrington, Solicitor.—Certainly, Sir Charles.

Chairman.—And, with regard to January, we shall sit in Dublin, as at present arranged, from the 10th to the 17th inclusive, the 16th or 17th, the day may, perhaps, be altered; but this is merely to give you the information.

Mr. Croker Barrington, Solicitor.—I see.

Chairman.—So you understand, Mr. Barrington, that you will have plenty of time, the months of February and March.

Mr. Croker Barrington, Solicitor.—I thoroughly understand, sir. We are much obliged. That is what we really want.

Chairman.—Now the Secretary will read a resolution.

Mr. Shanahan (Secretary to the Commission).—I have been directed to read the following resolution, passed by the Newry Urban District Council, on the 14th of October, 1907:—"On the motion of Mr. Felix O'Hagan, junior, seconded by Mr. Robert Long: Resolved—That this Council desires to express its strong disapproval of the existing rates charged by the railway companies, showing another strong reason for the purchase of the railways by the State."

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Resolution of the Newry Urban District Council read by the Secretary.

Secretary.—Mr. Ball wishes to make an explanation.

Mr. George de Belle Ball.—Mr. Chairman, with reference to the figures I handed in yesterday, it might imply that there was some carelessness in preparing them, and I have brought down the Government printed book, which shows the rate per ton per mile in Class A as 1·10 of a penny.

Explanation by Mr. George de Belle Ball (a previous witness).

Chairman.—Therefore the mistake is not yours, but that of the Government document.

Mr. Ball.—Not mine, but of the Government document.

Mr. Tatlow.—I think if you carefully examine those figures printed there you will see that the type is imperfect, and that it really is not 1, but 4, or was intended to be 4.

Chairman.—At any rate, we perfectly understand how the mistake occurred.

Mr. Ball.—Might I further say that on account of that table being found to be wrong, I withheld a lot of other evidence relating to over maximum rates, varying rates for the same description of goods, and charging on a scale of rates with two or more classification rates taken together, at the rate of the higher. If the first calculation had been wrong there might have been error in the other cases, and I did not bring that forward. And perhaps at some future time the Commission would allow me to bring this forward.

Chairman.—We will consider that.

Mr. Ball.—There is a large volume of them, so great that we can hardly believe they are accidental.

Chairman.—Thank you.

Mr. S. M. MACRORY, J.P., examined by the CHAIRMAN.

Mr. S. M. Macrory, J.P., Representative of the Londonderry County Council.

37602. You are a justice of the peace and a member of the Londonderry County Council?—I am, sir.

37603. And you appear on behalf of the County Council?—I do.

37604. Now, what is the trade in which you are engaged?—I have been engaged for the last fifty years in the corn and milling trade, and also very extensively in farming.

37605. And in what particular district in Ireland is your trade carried on?—The central portion of the County of Londonderry, the town of Limavady, and also the port of Londonderry.

37606. Well, being engaged in the milling industry, of course you have a large traffic in coal?—Yes, we have.

37607. Now, with regard to rates generally for coal and minerals, do you consider them reasonable?—I do not, sir. I consider that coal ought to be reduced. As a matter of fact, the rate from Londonderry to Limavady, station to station, is 2*s.* 8*d.* per ton, the distance being really up to nineteen miles. At Londonderry the Midland and Northern Counties are on the wrong side of the water, on the Waterside side, and the consequence is that there is either train or cartage as a rule, 7*d.* to 1*s.* Of course sometimes coal may be brought over in some of the small steamers to the railway wharf, but that very seldom happens.

37608. I think you were a director of the late Donegal Railway Company?—I was sir, for some years, and I was chairman of one of the branch lines.

37609. One of the branch lines?—The Limavady to Dungiven Railway.

37610. Now, with regard to through rates, have you any knowledge of the through rates in operation between Ireland and England?—I have a very lengthened experience, sir; because I think it was mainly through representations that I made to the late Mr. Cotton, who was then manager of the Northern Counties system, that he was enabled to make arrangements by which the system of through rates to inland stations in England should be extended to inland stations in Ireland.

The advantage of having more through rates to English stations.

37611. And the extension of those rates that you refer to must have been of considerable advantage to the trade and agriculture of Ireland?—I consider of enormous advantage.

37612. And the more there are the better?—Only two of the North of England lines refused to give through rates, one being the North-Eastern and

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the other the Staffordshire line. They have hitherto refused to book, except to the ports.

37613. Oh, I think we have had it in evidence that recently the North Eastern have come into the arrangement?—Well, I have had no indication yet, sir. I hope they have, because I do a lot of business with Hull, and up to the present time we have not been able to book through Hull.

37614. Now you have taken an interest in the railways in Ireland and in the arrangements and rate facilities?—Yes, sir; I have always done so.

Irish excursion traffic greatly developed especially on the Northern Counties line.

37615. Do you think that more could be done in connection with excursion fares generally in Ireland than is done at present?—Well, I think as far as my knowledge goes, that the excursion traffic has been very greatly developed, and that refers especially to the line of which I have had the greatest experience, the Northern Counties. In point of fact the late Mr. Cotton was the originator of the excursion system.

37616. Do you consider that the second class accommodation in Ireland is necessary?—I do not. I think it would be an advantage to confine the accommodation to first and third.

The abolition of 2nd class and a reasonable reduction in 1st and 3rd class fares suggested.

37617. First and third, at the existing fares?—Well, I think the fares might very advantageously be slightly reduced. I believe that the working expenses would be considerably reduced by the abolition of the second-class carriages, because my experience is that a great many of our trains are running almost empty, and yet they must put on the second-class accommodation.

37618. And from your experience as a railway director for a great number of years, and as chairman of a branch line, do you consider that those reductions would ultimately be remunerative to the companies?—I do, sir.

Ultimate result would be remunerative to the companies.

37619. That they would tend to increase the traffic?—Would tend to increase the traffic, undoubtedly.

37620. Because in the first place you think the expenses might be reduced by the abolition of second-class carriages?—They would.

37621. And that a saving would thus be effected, and that a reduction of the first and third-class fares, what you would call a reasonable reduction, would tend largely to increase the traffic?—Yes, I believe it would.

Complaint as to delays from bad passenger train connections in cross-country train journeys.

37622. Now, from your knowledge and experience as to the connections of railways with other railways, do you consider that on the whole they are satisfactory in your district?—I think they are extremely bad, sir, and I will give you an instance of it. My eldest daughter, in Limavady, takes her horse to Hollymount, a place near Ballinrobe, and it takes her two days to go up there, and she has to pass over five separate lines of railway, the distance, as the crow flies, from our place being perhaps about 100 miles. She starts by the Midland and Northern Counties to Londonderry; from Londonderry to Enniskillen by the Great Northern Railway of Ireland; from Enniskillen to Collooney by the Sligo and Leitrim, and then she passes over a short distance of the Great Southern and a short distance of the Midland Great Western of Ireland.

37623. Five lines?—And the horsebox is generally detached at nearly every place, and she has to wait a long time. In fact she would go to the very extreme south of England very much easier.

The Londonderry and Strabane Canal.

37624. Now you have a canal competing with the railway from Londonderry?—From Londonderry to Strabane we have a canal.

37625. Do they take traffic on it?—Oh, yes; very extensive traffic. Nearly all the coal to Strabane is brought up by the canal, and by far the greater portion of the grain is brought up by the canal.

The bulk of the coal and grain traffic carried by canal owing to the rates being lower than by railway.

37626. Are the rates for carrying them lower than on the railway?—Oh, the rates are very much lower. It is rather difficult to find out exactly what the rate is, because on large consignments they make special rates; but I think you might take it that the rate, generally speaking, is eighteenpence a ton on fairly large consignments.

Withdrawal of the coasting steamer service.

37627. Between Londonderry and Strabane?—Between Londonderry and Strabane.

37628. Now you refer to the coasting steamers between Londonderry and several other places. Are those steamers running now?—No, sir. They have been withdrawn during the last summer.

Railway rates reduced during the continuance of the service.

37629. While they were running, the railway rates, I believe, were considerably reduced to meet that competition. We have got a lot of evidence on that subject?—Yes, sir. I do not think that I need go over that. I think you have already heard it.

37630. Now, do you know anything about rates, we will say from one inland town to another, in Ireland, and do you consider those rates satisfactory?—I do not, sir. They are very high, indeed, and it is most difficult to get a through rate quoted.

37631. That is to say, from one Irish town to another?—From one Irish town to another. As a matter of fact, I may perhaps explain that I have been in the habit of sending my oatmeal and oats by Laird's steamers from Londonderry to Heysham and from Heysham to Dublin, owing to the fact that I could not afford to pay the Great Northern Railway the rate they require.

37632. Do you mean to say that is an actual transaction?—It is, sir, I am sorry to say, a transaction that occurs nearly every week.

37633. Would you just make that perfectly plain, and first of all where is the traffic from?—The traffic originates from Limavady.

37634. Very well?—It passes by the Midland Railway to Londonderry, and the rate that I pay to Londonderry, Waterside, is 3*s.* 6*d.* a ton; to cross the bridge to the steamer, 7*d.* a ton; and the Laird's have been in the habit of carrying for me at 7*s.* 6*d.* a ton from Londonderry to Dublin.

37635. *Mr. Acworth.*—*Via* Heysham?—Yes.

37636. *Chairman.*—Londonderry to Dublin *via* Heysham?—Yes, sir, that is the Midland port. And during the time the small tramp steamer was on I was canvassed to send my traffic in that way. As the Laird's had given me this rate a long number of years ago, perhaps twenty years ago, when I could not do any better, and they behaved very decently to me in this traffic, I did not think it right for me to do so. The tramp steamer, I believe, would have carried it to Dublin for perhaps, I can hardly say the figures, but about 4*s.* or 5*s.*

37637. And what did it cost to get this particular traffic that you refer to from Londonderry to Dublin by the route you have mentioned?—It cost the figure I have named—3*s.* 6*d.* to the Midland Railway; 7*d.* for train dues, to the steamer; and 7*s.* 6*d.* by the steamer *via* Heysham to Dublin.

37638. 11*s.* 7*d.*?—Yes.

37639. What would it be by the railway route?—Well, of course, the same thing would apply in the first instance. I would first have to pay for getting it from Limavady to Londonderry, not getting a through rate from Limavady.

37640. Not from Limavady to Dublin?—No.

37641. Why?—Because they refused to give it.

37642. But if you had sent it by rail what would it cost, can you tell us?—The first two items that I have mentioned, the 3*s.* 6*d.* and the 7*d.*, would apply; that is 4*s.* 1*d.* And then the rate at present quoted from Londonderry to Dublin is 8*s.* 4*d.* in 6-ton lots and 17*s.* 6*d.* in anything under 6-ton lots. This rate, I should mention, the 8*s.* 4*d.* rate, has been the result of the small tramp steamer's competition; because they would not give the rate before, certainly. I have never asked them, because I was really so disgusted with them twenty years ago when I made this arrangement with the Laird's, and I have never gone near them since.

37643. *Sir Herbert Jekyll.*—That is a difference between 8*s.* 4*d.* and 7*s.* 6*d.*?—Yes.

37644. *Mr. Acworth.*—Would not Belfast be the natural route from Limavady?—If there was through connection by Antrim junction. I believe there has been a rate given, but I have never applied for a rate by Antrim junction.

37645. I believe the Midland would naturally prefer to carry over their own line?—If they would take it; yes.

37646. They would get a much longer haul than if they took it to Londonderry?—They would.

37647. You do not know whether there was any through rate that way?—I believe there was a through rate given by Antrim junction, but I have no actual knowledge of it.

37648. *Chairman.*—Then is it your opinion that the Midland trade of Ireland is injured in any way by the want of these through rates?—It is, decidedly.

37649. And by the amount of the rates?—Yes.

37650. And you think there might be more traffic if there were through rates, and those rates put on a reasonable basis?—Yes, I am certainly of that opinion.

37651. Now, coming to general questions as to railway traction, is it your opinion that it would be to the advantage of Ireland if the railways were owned by the State?—Well, there are some differences of opinion on that subject.

37652. I am only asking your opinion?—My own personal opinion, and the opinion of, probably, nineteen-twentieths of the members of our County Council, is that the railways should be acquired by the State. In fact, I entirely agree with Lord Brassey's opinion, as expressed at the late meeting of the Associated Chambers of Commerce in Liverpool, which I have no doubt you, gentlemen, are aware of. Perhaps, if you will allow me, I will read what he said.

37653. We know what he said. But at any rate you are strongly of opinion that it would be to the advantage of Ireland if the railways were owned by the State?—I am, very strongly, sir.

37654. And you say that, having been a railway director for a great number of years, and also chairman of a branch railway?—I do.

37655. Now, I do not know that you can improve on what you said. You have given your opinion very clearly on that point?—I was merely going to say, sir, that our Indian railways have, I think, proved that State-owned railways have been a great success.

37656. Indian?—Yes.

37657. We have had a great deal of evidence about Australian and New Zealand, and other railways too. With regard to the Railway Commissioners' Court, do you consider that a satisfactory tribunal for dealing with disputes between traders and railway companies?—I do not, sir; because it is so inaccessible and expensive.

37658. Have you considered what, in your judgment, would be an improvement upon that for Ireland?—Well, I think there are several ways in which the matter could be simplified. To begin with, I suppose the Railway Commissioners would hardly have time to go round periodically to listen to the complaints of the traders, and on the other hand I think that, perhaps, a small Commission, something like the present Land Commission, that goes round the country, could visit the chief centres, such as Belfast, and Dublin, and Cork, and Londonderry, and some other large towns where traders could easily bring any grievances then before them, and that would be of great advantage.

37659. Would you be disposed to leave cases of that kind to be settled by a County Court Judge?—Well, I think that in a great many cases a County Court Judge would be thoroughly competent to do it, but some of them would not. There are County Court Judges and County Court Judges. There is a great difference among them. Our own County Court Judge in Londonderry, I think, would be very competent, Judge Overend, but I know some of the County Court Judges that, I think, would not be competent.

37660. At any rate, you think that the present Railway Commissioners' Court is not adapted to the requirements of this country?—It is not, sir.

37661. And that some cheaper and easier tribunal, more adapted to the wants of the country, should be appointed?—Yes; a more accessible tribunal.

37662. And an Irish tribunal?—And an Irish tribunal.

Examined by Mr. SEXTON.

37663. Do you grind wheat?—No, we have discontinued grinding wheat.

37664. Only oats?—Only oats and maize; very largely maize.

37665. And all this traffic which you send, not by railway to Dublin, but by sea to England and back again to Dublin, is oatmeal?—Oatmeal and occasionally oats.

37666. What effect had the running of the coasting steamers on the railway rates from Limavady to Dublin, so far as affected you?—It did not affect me, sir, because I have always followed a line that I have very satisfactorily dealt with, that is, the Laird line from Londonderry.

37667. I understand that you, all the time, sent that traffic *via* Heysham?—I did, sir.

37668. And if you had chosen to send it by rail to Dublin during the running of those steamers, was there such an improvement in the rates as would have been sufficient to enable you to do it satisfactorily?—I think the rates would have been considerably reduced, because the steamers generally cause a general reduction of rates.

37669. Do you know whether, since the cessation of the steamers, the railway rates have been again increased?—I do not, from my own personal knowledge, but I have heard that they have been.

37670. Now, as between Limavady and Coleraine—an example of the curious and damaging inequalities which appear to be necessary incidents of the present railway system—how does the disparity of rates from Londonderry to Limavady on the one hand, and to Coleraine on the other, affect the sales of your output?—It has simply resulted in the fact that while we formerly did a large business in Coleraine and towns adjacent to Coleraine, we are entirely cut off from that now, because the railway company, in order to meet the competition of the steamers, have been carrying at rates from Londonderry to Coleraine even lower than the rates from Londonderry to Limavady.

37671. You are half way from Londonderry to Coleraine?—We are half way to Coleraine.

37672. And they carry the grain so cheaply to Coleraine that you have no market in Coleraine, or between Coleraine and Limavady?—No; it has shut me out altogether.

37673. They might as well have raised a wall of brass against you on that side?—About the same thing, sir, but at the same time, as a reasonable man, I can understand the thing, because they had either to carry the grain cheaply to Coleraine or not carry it at all.

37674. Oh, yes; but the question here is the rate to Limavady?—Yes.

37675. Does it not appear to you, that though it may be reasonable from a railway point of view in the case of sea competition, to give a low rate to one town, that does not justify them in imposing such a high rate on a nearer town, which has no sea competition—as to artificially destroy or diminish trade?—Well, my own opinion is that where they are obliged by force of circumstances to reduce the rate to one town (take the instance you have given, the town of Coleraine), they should give a corresponding reduction to the nearer town, to the inland town, which is half way.

37676. But so long as railways are private property, worked for profit only, and so long as they find themselves obliged to allow low rates by competition at one point, do you not think that they will always avail themselves of their freedom to impose much higher rates at points where there is no competition, and that the only escape from that is by a public system?—A public system.

37677. Which, if it could not entirely abolish such evils, might minimize them?—Yes, I agree in that view. In fact I am of opinion that, taking my own classification at the common rate for grain, a graduated scale, say, commencing at 2*d.* per ton per mile with a minimum charge of 10 miles, and of a half-penny per ton per mile of 150 to 300 miles would meet very much what I may call the justice of the case; but that could only be carried out by the unification of the railways, or State ownership.

37678. First, unification, which ends contending interests in railway transit, and secondly, public administration, which, while it might have to provide, say, at Coleraine for sea competition, just like private ownership, would, at the same time, take note of the circumstance that Limavady should be allowed to live?—Exactly so.

37679. I think you have put it strongly that inland rates in Ireland are generally too high, and that they so materially prejudice the progress of that undeveloped country, that that is a sufficient reason for the substitution of public ownership of the lines for the present system?—Yes; I am of that opinion.

37680. Of course you have noticed this, that the inland rates in Ireland operate, as we might say, in conjunction with the through rates into Ireland, and that imported goods are carried into Ireland from points in England at rates comparatively so low that the high inland rate does place an artificial difficulty in the way of the Irish manufacturer?—Oh, I rather think it does.

37681. Does it not follow that these high inland rates must be reduced to something like a parity, proportionately speaking, with the low import rates

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before Irish manufactures can develop?—Yes, certainly.

37682. Then, on the other hand, the through rates from Ireland into England, beneficial as they have been as compared with the want of through rates, have to compete with a very low system of through rates on food products to Great Britain from abroad?—They have, undoubtedly, and, as an idea just of State ownership, perhaps I might be allowed to quote an item in which we are largely interested in Ireland—potatoes. I take this from a private circular from Hamburg of the 20th October, last month: "Potatoes. The market rules exceedingly firm. There is a rather active and general demand from England, and prices are tending upward. In East Prussia the crop has turned out almost a failure, and the Government has allowed a reduction in the railway rates of 50 per cent. to this district to facilitate matters."

Continental state aided competition with Irish food products in the English markets.

Reduction of 50 per cent. in potato rates in East Prussia instanced.

37682A. *Mr. Sexton.*—Exactly.

37683. *Chairman.*—What is the date of that?—20th of October, sir.

37683A. *Mr. Sexton.*—The public administration takes note of the public needs?—Yes.

37684. Generally and in localities?—Yes.

The private ownership system primarily one of profit seeking.

37685. No private administration organised for profit, taking note of nothing but profit, and reducing rates according to the degree of competition or imposing rates according to the degree of freedom that they have to impose them, could do that?—The real fact of the matter is that they must study the interests of the shareholders, and that they cannot afford to do it, and that in a system of State ownership or unification there would be simply a sort of wholesale dealing as against retail dealing. The present railway companies in Ireland you may call retail traders, and by a system of unification you would have the railways as a wholesale concern, you might say, and I think that the mileage of all the railways in Ireland would not, perhaps, very much exceed the Great Western of England.

Interests of the shareholders must be studied.

37686. The mileage of Irish railways corresponds pretty nearly to that of most of the Australian States, where there are unified systems?—The late Mr. Mathieson, who was a friend of mine, told me that he could manage all the State railways out there very much easier than he did the Midland Railway of England. Of course you can understand that from his point of view, for he was king of the country, and could make whatever arrangements he liked.

The physical extent of the Irish railways not too great for unified administration.

37687. We may take it from the evidence of experts, with regard to the lines of Australia, and many other countries, that the physical extent of the Irish lines would not interpose any difficulty in the way of single management?—Well, I suppose you are all aware of what the late Sir George Findlay said on one occasion.

37687A. *Chairman.*—We have all heard that.

37688. *Mr. Sexton.*—At any rate, we may go so far as to say that if he did not take two days' fishing every week, but worked six days a week, the railways of Ireland could certainly be managed by a capable manager?—Certainly.

Preferential treatment of ports by Irish companies.

37689. Is not it the fact that each big railway has some port or another which gives it long mileage for traffic, and that it sends all traffic as far as possible to that port, to the destruction or injury of other ports?—We, in Londonderry, have had a very sad experience of that.

37690. Is that compatible with the public interest?—It is not.

37691. And should not the public have a transit system fair and equal between all, giving all a chance to live, as far as practicable?—I perfectly agree with that.

Countries having State-owned railways as a whole contented with their working.

37692. You have said that State-owned railways have been a great success. Have you noticed this, that we do not hear from any country in the world, in which State-owned railways exist, any expression of dissatisfaction with them or of desire to go back from the public to the private system?—I think that is so, with the possible exception of Italy.

The Italian railways recently acquired by the State an exception.

37693. But it is only in the last year or two that the Italian Government have taken over the lines from the private companies, and the evils with which the railways are charged may be gradually minimised by the public management. They have not had time to remove all the faults of the private systems?—I quite agree with you.

37694. Is not it the fact, on the other hand, that in the two great countries where private railways still prevail, as a survival—Great Britain and the United States—there is more dissatisfaction expressed with the working of the railways than in all the rest of the world beside?—Certainly, we hear far more about it.

37695. I should like to ask you, in conclusion, whether if we had a financial arrangement for the unification of the Irish lines, and for placing them under public control, you would think it important that there should be an Irish authority—an authority possessing the confidence of the Irish people there, for settling the rates and fares, and for securing that the profits accruing from the railways should be available for the reduction of rates and fares, and the perfecting of the transit system?—Well, I may be prejudiced; but I am rather in favour of a thoroughly experienced English general manager. We had an Irish general manager on the Northern Counties within my recollection, and the old system was regularly run down till the late Mr. Cotton came over; and it may be prejudice, but I am rather in favour of a thoroughly experienced manager from England.

37696. We do not differ at all on that point, that the most experienced managers are to be found in England. I think the three principal railway managers in Ireland are Englishmen, are they not?—I think they are.

37697. Surely those men, who have proved their competence, and who have been trained by long experience in England and Scotland, would be as acceptable to an Irish authority as any Irishman would be, if they found that their competence was superior?—I suppose they would.

37698. Now, if the Imperial Government became the direct owner of the lines, would there not be some apprehension, should you say, from your knowledge of Irish public finance, that the profits of the railways might be appropriated to some Imperial, and not to Irish uses, and would you not think it important that the matter should be so handled that the profits from year to year should be certainly available for the perfecting of the transit system in Ireland, and reduction of Irish rates, and not be allocated to any non-Irish use?—I have no fear of not getting fair play from England.

37699. But if the Imperial Parliament acquired the lines, there might be a disposition to treat the profits as Imperial property?—Well, my opinion about the acquisition of the Irish railways by the State is that they should pass over to the State in exactly the same way as the Telegraph system has passed to the Post Office, which is working very satisfactorily.

37700. You bear in mind that the Irish rates would require reduction?—Yes.

37701. And you bear in mind that the great influence of the English companies has had something to do with making the disparity between low through rates into Ireland and high inland rates. Would you not think it important that some Irish authority should be appointed who should have the power of settling the rates and have the control and use of the profits?—Well, I think, that probably a mixed Board would be the best of all, because, of course, the acquirement of Irish railways would only be possible by means of capital guaranteed by England, and it would be only fair that the man who is liable for the responsibility should have a strong voice in the matter.

37702. But if Ireland assumed financial responsibility, to the satisfaction of the Treasury, in respect of a loan from the Treasury, do you think that in that case she ought to have sole use of the railway profits for the purpose of securing railway transit in Ireland?—I am afraid Ireland could not assume responsibility.

37703. I am putting it that she could satisfy the Treasury, which is not easily satisfied. Suppose, by obtaining special power to strike a rate or in any other way Ireland assumed responsibility in a way satisfactory to the Treasury, would you say that in that case it would be fair that the profits which might be acquired by better management of the railways should be applied to Irish uses?—Well, you ask me about a question that would hardly be likely to arise, because I do not think it would be possible for Ireland to guarantee the large sum of money which would be required.

37704. Well, Mr. Commissioner Stevenson admitted, and I think the Treasury would not question, that if there were a central authority in Ireland, with the power of striking a rate and with the revenue of the railways as well at its disposal, that would be a satisfactory security?—Well, that may be his opinion.

37704A. But, surely, the Corporations of Ireland at present are able to float stocks at 3¼ and 3½ per cent. simply on the security of their municipal rates; and, the security of the rates is an indefeasible security?—Yes, it is indefeasible.

37705. An indefeasible security. The Treasury would admit so much?—In order to raise money for a transaction of this sort Imperial credit would have to be made use of in the same way as it is made use of for raising money with Land Stock.

37706. But surely, the Treasury might lend to an Irish authority, and the Irish authority might give security for the interest and sinking fund to the satisfaction of the Treasury, and if the Treasury were satisfied who else would have a right to object?—But that is another point.

Examined by Mr. Acworth.

37707. I gather that your wish in regard to State purchase is that it should be an Imperial authority in some shape or form?—Yes, that is so.

37708. That being so, you would consider that the Imperial authority ought to manage or control the management?—That is so.

37709. You are aware, of course, that we have heard a great deal of evidence here to the effect that the English Imperial Government ought to be kept out of it altogether, and that it ought to be managed by Irishmen?—I rather think that if the Imperial Government contribute the money they ought to have the control.

37710. That seems a logical *sequitur*, but we have been told by a great many witnesses here that if the Imperial Government had anything to do with it, the people of Ireland would not mind them paying the bill, but if they had anything to do with the management Ireland would be dissatisfied?—I do not see how any reasonable man could be.

37711. I am not concerned with that, but you know that a very large body of evidence has been to that effect?—I believe it has.

37712. So that what seems to be your proposal, that the Imperial Government should take it in charge, would not satisfy a large part of Ireland?—It is very possible.

37713. On the other hand, the proposal that the Irish people should do it, and the Imperial Government have nothing to do with it, would not satisfy you?—I do not think it could be carried out.

37714. That is the difficulty. You spoke of Mr. Mathieson: did you talk to him about the Australian arrangements at all?—Not very particularly, but he told me he had far less trouble in managing a very much longer mileage there than he had with the Midland Railway of England, because they had so many points to attend to.

37715. In other words, competition made him work hard here, and where he did not get competition the work was more easy?—That is about it.

37716. Do you think that in a new country a man should be allowed to take it easy because there is no competition?—I think, as far as I can understand, the railway service out there gives more satisfaction, but I cannot speak from actual knowledge.

37717. Did you not discuss with him the question of political interference?—I did not.

37718. Then I will not ask you anything about it. You mentioned that you desire through rates for your grain trade—that it should begin a 2*d*. a mile for short distances and gradually run down, and you suggested ½*d*. for a long distance, if you wanted to get down to Cork. That seems to you a reasonable proposal, does it?—I think it does.

37719. Do you not know that precisely that system has been tried already on Prussian railways, and it had to be given up, because the agriculturist in Cork, we will say, protested against the agriculturist from Limavady getting into his district; it was East Prussia and the South German Provinces, as a matter of fact, but call it Limavady and Cork: did you know that?—I did not.

37720. Would there not be some risk of the same sort of thing happening on a State system in your country? Would not one locality protest against the other being brought in to compete?—I do not think it would, because, speaking in reference to agricultural produce, it sometimes happens that in the South of Ireland they have a great surplus of one particular article, and in the North of Ireland they have a surplus of another article, so that there would be an inter-change.

37721. But suppose there was a bad local crop of oatmeal, and there was a high price in the North, and the farmers had their price cut down because of the State dumping it in from the South?—I do not think that would arise.

37721A. You spoke about India. I dare say you knew Mr. Robertson, on the Great Northern of Ireland, the general manager?—No, I did not.

37722. Did you ever read his report on India? You know he went out to report?—No, I did not.

37723. Then I will not ask you about that. Let us take another question. You agreed, I think, that whether it was Company or State, the Coleraine rates could not be put up, because sea competition kept them down?—I quite realise the fact that a railway company, in order to carry the goods, at all events, those opposed by sea competition, lower the rate.

37724. We need not use the word "company"; we may say "railway"?—Certainly.

37725. Do you think Limavady ought to come down to that level?—I think when such a state of things exists, which, generally speaking, is only temporary, because the steamer generally in the end has to go to the wall—whether it has been bought off or not we will not go into, but, at all events, the steamer is off now, but during the time the steamer is on, the rates are kept down.

37726. You would not think it proper that the State should cut the throat of the steamer, and then put up the rates to Coleraine? You would not like that?—I would not.

37727. Therefore the State would always have to keep the Coleraine rates down to a point where the steamer could not come in?—Yes, but on the other hand——

37728. Do not let us go into that. You agree that the State would have to keep the Coleraine rates down to the level prescribed by steamer competition?—Yes, or else let the steamer get the traffic. As a rule, steamers carry at ridiculously low rates, and generally speaking come to grief themselves.

37729. Do not say ridiculously low rates; I think you said Coleraine can get low rates because it has so cut off steamer competition?—Yes.

37730. I think you said Limavady ought to come down?—Limavady ought to come down to some extent, not to the full extent.

37731. Then, Limavady rates would come down?—Yes.

37732. And the railway revenue would suffer?—Yes, it would.

37733. How is it to be made up?—The railway revenue must suffer. They must carry, you know, at these very cheap rates, to Coleraine.

37734. Yes, but what I want to know is this: they manage to get a better profit, we will suppose, out of Limavady than out of Coleraine?—Simply because Limavady is——

37735. I am not disputing whether it is right or wrong, but you say Limavady must come down, too?—To some extent.

37736. To some extent?—It should be met to some extent.

37737. That is going to cost money to the railway?—It would.

37738. Where is the money going to come from?—That is for the railway company.

37739. Supposing it is not the Company but the State, where are you going to get it then?—I think in all probability the State would not go into competition with the steamer, because it could afford to give as low rates as any steamer all over the country.

37740. Then it would keep the Coleraine rates up and get no profit—would lose the profit that it now makes?—You would practically have all the railways in Ireland working as one concern, and the State could afford to give lower rates, because, as I tried to point out, they could manage much cheaper. As a large wholesale concern, it could be managed very

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Effect on the railway revenue of an adjustment of rates on the basis of steamer competitive charges.

The cutting of rates to meet sea competition under a State system of control considered improbable.

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much cheaper than the present system, which I may call a retail system, with so many different companies.

37741. *Mr. Sexton.*—And the low rates would develop traffic?—They would undoubtedly develop traffic.

37742. *Mr. Acworth.*—And if it comes, then it would pay them, would it not?—They have so many expenses that they cannot afford it.

37743. You think there is great economy in management upon which you can draw?—Undoubtedly.

37744. Now I want to ask you another thing. The prosperous railways, the railways that have got a good revenue, are in the North and North-east, practically?—To a great extent.

37745. They have got six and seven per cent. dividend and that sort of thing?—Yes.

37746. On the other hand, when you get down to the South and West, it is 3 per cent. or 3½. The Great Southern has got back to 4, and the Midland is 3. That is a part of the country that wants money; they want new railways and so on; we have heard a great deal about it?—Yes.

The utilising of surplus earnings under a State-owned system.

37747. Do you think the North-east would be quite satisfied if the profit on their railways was taken for the development of the South-west?—I do not think it would.

37748. It seems to me that if they are like other human beings in Ireland they might not be.

37749. *Mr. Sexton.*—Why should the development be limited to South-west? Would it not be universal?

Probable development of the mineral resources of the country.

37750. *Mr. Acworth.*—There would not be much money available from Clare to carry on subsidised developments in Ulster, would there?—I should not think so. Of course it depends greatly; there may be mineral developments there. For instance, in Kilkenny, they have a valuable anthracite coal, I believe. I may mention that I run a suction gas plant myself, and I have been thinking of getting Kilkenny coal because the Welsh coal has got to such an enormous price now.

37751. We have got to remember that the Great Southern has been looking at that coal for many years, and they say it would not pay to make a line there; they may be wrong, but that is what they think. Do you agree with me that if there is a surplus it is more likely to be a surplus earned at Ulster and spent in Munster than earned in Munster and spent in Ulster?—That is very likely. I am quite certain there are large mineral resources in the West. For instance, my brother is one of the largest shareholders of the Arigna Coal Mines, and the Arigna Coal Mines have returned all the capital to the shareholders.

37752. Of course we all hope that is true, and we will hope they will develop, but still we have got to agree to this, that it is out of the resources of the net earnings that are mainly made in the North and East that you are going to develop industries in the South and West. That is where the strong point of the revenue of the State railway is to come from?—Yes; the North-east would be the strong point.

State ownership to be a benefit for the entire country.

37753. You would be using their revenues to develop the other part of the country—quite likely, perhaps?—I look upon this to a great extent as something for the benefit of the entire country.

37754. You agree with me that there might be a grievance in the North-east if they were used as a milch cow for the South-west. Just one other thing. Leaving out the question of whether it was State or private ownership, you spoke of third-class fares?—Yes.

37755. You spoke of Mr. Cotton. Mr. Cotton did a good deal in the way of reduction of fares on his railway?—He did.

37756. What is your view about the reduction of third-class fares. Do you think it an important thing for the development of the district to let people get about cheaper?—I think it is.

The suggested reduction of third class fares a means of increasing traffic.

37757. Do you think it would develop much new traffic?—I think it would.

37758. You are in a pretty poor part of Ulster at Limavady?—By no means. We are in the Garden of Ireland.

37759. Perhaps I am wrong in saying Limavady, but a little further south is a pretty poor country, is it not?—No, not at all.

37760. Why is the railway so unprofitable?—Simply because like all branch lines it was made for the development of the country, and like all branch lines it was unremunerative.

37761. If I remember rightly, it hardly did more than pay working expenses?—Yes, just about.

37762. That does not seem like any profit to the district. What I wanted to ask was, in your view, would a fare of, say, a halfpenny a mile for the sake of argument, develop a great deal of traffic that at present does not go at a penny?—I would not like to go down so low as a halfpenny, but I should say three farthings a mile would be a very proper reduction.

37763. I do not want to pin you to a figure, or to pin myself to a figure; the point I was at was this: Is there traffic which will not go at present rates that would go at lower rates?—I think in a great many cases the men would travel probably nearly as often again if they had lower rates.

37764. Put it in this way: We used to be told that in some parts of Ireland three or four men would go together and hire a car and drive alongside the railway?—I believe they did.

37765. Does that happen nowadays?—No, it does not; but since the introduction of motor cars I think the railways are likely to be very considerably opposed.

37766. It has not come yet?—I often go up from Limavady to Londonderry by motor car, because I can go as quick as by train.

37767. But you are not an ordinary workman, you see?—It is always a question——

37768. Motor cars are not going to carry workmen to any great extent, I fancy?—I do not know.

37769. I wanted to get from you whether you thought that a considerable reduction on third-class fares would tap a stratum of traffic that at present is not much touched?—I think a moderate reduction would.

37770. You are not very sanguine?—I am not very sanguine. I should mention that the late Mr. Cotton gave very favourable market rates and encouraged the public in every way to attend the markets and fairs.

37771. With great success?—With great success; and judging from that, I should say that a slightly lower rate all round would be a great advantage; at any rate, the railways would not lose anything by it.

37772. You want to take off the second-class altogether?—I do.

37773. We have had evidence from people who attach very great importance to keeping the second-class because the third-class is so very unattractive?—I should keep up the third class.

37774. You see, it is the company rather than the carriage; you cannot improve that. They say they do not want to travel with people going to a cattle fair, or with people coming from a cattle fair?—There is something in that.

37775. Just a question about that Laird's carrying from Heysham; does the steamer go on to Dublin, or is there transhipment for Dublin at Heysham?—There is transhipment at Heysham.

Examined by Colonel Hutcheson Poë.

37776. With regard to this question of State ownership, I gather that you favour a Department under the Imperial Parliament rather than an Irish authority?—I would.

37777. With regard to the Government Departments in Ireland, in Dublin, the thirty or forty Departments—we will not argue as to the exact number; there seems to be a difference of opinion about it—the police, education, the Board of Works, the Local Government Board, and numerous other Boards, has your experience of the working of these Departments (I am not asking now from a political point of view, but speaking generally) been that they are so satisfactory that you think it would be desirable to bring in another Board with control over perhaps the most important function, or most important element, of the whole working and life of the country?—I think a great many of the Boards in Dublin have done very good work; but some of them, like other Boards, have not been at all satisfactory.

37778. You are aware, no doubt, that statesmen of every shade of political opinion, Conservatives and Liberals, who have had experience in Ireland of these Departments have admitted that their administration has been wasteful, inefficient, extravagant, and very often out of sympathy with the requirements of the country. I think you must be aware that that has been expressed by men of every class of political opinion?—My own opinion is that there is no great necessity now for Dublin Castle, because the two countries are so closely connected together.

37779. I am not on the question of Dublin Castle, but do you think that is a fair construction to put upon the opinion of statesmen of both political parties—Conservatives and Liberals, Members of Parliament—that they have admitted that the system of administration—as at present conducted—is wasteful, inefficient, extravagant, and very often out of sympathy with the requirements and wishes of the people of the country. Is that a fair expression of their views?—I think it is moderately fair.

37780. I am glad you admit that, because I think it is universally admitted. There may be a difference of opinion as to how these defects are to be remedied, but I think it is universally admitted that there is great need, and great cause, and great room for improvement. Now I will take another point. You are aware that there has been one Department instituted in the last six or seven years which has been practically absolutely controlled by Irishmen—the Department of Agriculture—Irish officials throughout—practically all the Government grants controlled by the Council and the Board, who, whether nominated or elected, are entirely constituted of Irishmen. I would ask you, not looking at it from a narrow point of view, but remembering the difficulties which such a Department has had to encounter—the opposition in starting new theories, and factors of that kind—looking at all those, has your experience of the work done by that Department, on the whole, not been very satisfactory, and such as to entitle Irishmen to say that when they are given proper control and proper administrative authority they are quite capable of managing the work entrusted to them as well as people from the other side of the water?—I think the Irish Agricultural Department has been fairly well managed.

37781. Of course I admit they had great difficulties. They have had to struggle against conservative ideas on the part of the people whom they were trying to educate, but, making allowances for all those difficulties, on the whole, has it not been a great success?—Speaking generally, it has; and I think we, in the North of Ireland, do not require education so much as those in the South and West, the parts to which the Agricultural Board has been applied.

37782. Speaking as a North of Ireland man, I am sure you do not grudge that action. You, being in the happy position of not requiring the education, and the people in the South not being in the same happy position as yourselves, you do not grudge their getting those advantages, though it may cause some expense to yourselves?—Certainly not.

37783. I do not want to go into the question, but I think you will admit that the linen industry, which is the mainstay of the North of Ireland, would never have attained the success it has done if it had not been for many years largely subsidised by England. I think that is a point that is very often forgotten by Ulster men. They seem to think that their great industry is entirely due to their own efforts. I do not wish to disparage those efforts, but I think they forget that their prosperity is largely due to the fact that in the infancy of their industries they were largely subsidised by Great Britain, when it did not suit its purpose to assist industries in other parts of the island. My friend Mr. Acworth (I do not wish to get into controversy with him, because I am afraid he would get the best of it) I think asked you whether the North of Ireland, which contributes a large proportion of the revenues of the railways, would not object to that revenue being used to assist the South. I think the argument would lose a great deal of weight if, as you contemplate, the railway system was put into the hands either of a State authority or of an Irish authority. There would be no great difficulty if the railways were taken over as a whole and administered either by the State or by a National Irish Department. That argument would not have the same weight as if they remained in the hands of private companies?—Managed as a whole?

37784. When managed as a whole, they would look to the revenue as a whole, and they would be prepared to say—"We are deriving so much revenue from one part—one part of the system pays well, and that ought to go to making up any loss on the part of the system that pays badly"?—Looking forward ultimately to the portion which is paying badly ultimately becoming a good paying transaction.

The manner of utilising surplus earnings under public control of Irish railways.

37785. At any rate, the State could afford to look at it from a broad point of view. I am quite aware that if a particular system of railway was likely to obtain money for such a purpose as lowering its rates in competition with other railways, there might be some little dissatisfaction on the part of those who found the money to having their earning devoted to assisting the others, but I think that would disappear to a large extent under such a system as I think you yourself approve of. You know that there has been a proposition from the General Council of County Councils, which is the only central authority—we need not go into the question as to whether it is the most satisfactory from all points of view, but at any rate it is the only representative body of the kind in Ireland at present, and they have put forward a suggestion that if the land and buildings of Ireland which are valued at something like £15,000,000 for rateable purposes—were given as a security with the railways at the back of them as additional security, there would be no difficulty in raising such a sum of money at 3½ per cent. as would practically allow of the taking over of the whole of the Irish railways?—That may be the opinion of the Central County Council authority in Dublin, but I should not place very much reliance upon their opinion.

The question of the capital to purchase the Irish railways being forthcoming on the security of the Irish rates.

37786 But facts are facts, and figures are figures. The value of the land and buildings is £15,000,000, and capitalised at twenty years' purchase, that is £300,000,000; and in addition to that, you have the security of the railways themselves. You are aware that the counties of Ireland generally, and largely those in the poorest districts, have, for the last thirty years met guarantees given in respect of the interest on the capital cost of all those light railways involving a large annual expenditure with the greatest regularity. You are aware of that, are you not?—I am not aware of it, but it may be the case.

County contributions to guaranteed lines in Ireland paid with regularity.

37787. You know that all these light railways through the West of Ireland and the North have been guaranteed, more or less, and the guarantee has been paid, and though there has been dissatisfaction on the part of these poor people, still they have met their obligations in the most honourable manner, that, is under the County Councils which took the place of the Grand Juries?—I cannot tell you, from personal knowledge.

37788. I think you may take it that it is so?—I have no doubt it is.

The Grand Jury system preferred to the County Council in Londonderry.

37789. That being the case, I think you will admit that the manner in which the County Councils have discharged their duties since the Local Government Act came into force—of course it has given dissatisfaction to some, but with regard to effecting economies and to any increase of burdens which they have laid upon the districts, I think you will admit that their operation has been satisfactory?—The County Councils of course have very great advantages over the old Grand Jury system in the fact of the grant alone, and the fact of their being a continuing body, but I think, speaking for the County of Londonderry—I was for fifteen years a member of the Grand Jury, and since the commencement of the County Council I was returned unopposed for the County Council—I take that rather as an honour, because the mere fact of being a Grand Juror was considered almost fatal to the return of any man on the County Councils—I know that the ratepayers of the County of Londonderry now say they will be very glad to have the old Grand Jury back again, because their management was more economical.

37790. I think that is an exception. I am not arguing the point in favour of County Councils, but I think, looking at the returns of the working of those bodies, if you study the official reports, their work, from the financial point of view, has been a success, and it has not entailed an increase of expenditure or anything in the way of unjust charges, which at one time were anticipated. If you study

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the Government reports, I think you will find that what I have said is correct. My only point in making these remarks is that if there is any truth in these arguments, looking by the light of experience at the working of these local bodies, would not that justify you in having some confidence in a body which was representative of the whole of these Boards, such as the General Council; and if they were disposed to give a guarantee on the rates of Ireland such as I speak of, of £300,000,000, could you not depend upon that guarantee being honourably fulfilled?—I am sorry to say that I have not the same confidence that you have in them. I may be wrong.

The guarantee of the General Council of the County Councils not regarded as satisfactory.

37791. I was only saying that you have certain facts to go upon, certain experiences to guide you, and in the light of those experiences I should have thought you would admit that if they kept up the same standard as the smaller bodies which they represent, there would be no fear of the future. However, I will not pursue that point any more. Now, with regard to second and third-class fares, the weight of evidence, as I daresay you have seen, has been that we have had very little expression of opinion in favour of the abolition of second-class; it has rather been that the reduction of the second-class fare would tend to bring the traffic from the third into the second. Do not you think the combined result of a considerable reduction of the second-class fare and of a smaller reduction of the third-class fare would be preferable to the abolition of the second class altogether?—Well, on our line the late Mr. Cotton, when he was General Manager, reduced the second-class fare very considerably, and brought it down very near to the third.

A reduction in third-class fares recommended as a means of increasing traffic.

37792. *Mr. Aspinall.*—How near to the third?—Very near.

37793. Within 10 per cent.?—Within about 10 per cent., and I do not think his action in that respect has increased the number of passengers in the second-class to any appreciable extent on the Northern Counties.

Substantial reductions in second-class fares made on the Northern Counties' Railway.

37794. *Colonel Hutcheson Poë.*—I have not got the figures, so I could not follow it. At any rate, if you brought down the third-class fare to something like ¾*d.*, if they carried four at ¾*d.* it would pay the railway company just as well as carrying three at a penny at present does. Anything over four would be a profit?—Yes.

37794A. But are you thinking that you would perhaps get five passengers where you now get three?—That is certainly my opinion.

Re-examined by Mr. Sexton.

37795. I am sorry to trouble you again, Mr. Macrory, but I should think it a great public misfortune if this Commission, professedly instituted for the purpose of trying to mitigate the poverty of Ireland was successfully used as an agency for promoting political discord between the North and the South of Ireland—of which we have already had more than enough. It would be better that the Commission had never been appointed, than that such a result should follow. Now, you were asked about the local rates in Limavady and Coleraine. Suppose the united railway administration had to keep down the rates to Coleraine, they would have to reduce the rates to Limavady; and you said: To some extent?—Yes.

The advantages of public control of the railways as regards fair rates for all districts.

37796. You were asked where that money would come from. Is not that just the reason—because private companies will not deplete their coffers for the purpose of lowering rates—that you want public ownership of the railways?—That is a great argument in favour of public ownership.

37797. Then it was suggested to you that under a public system, the North-East would provide the means whereby reductions would be given for the benefit of the other parts of the country. That was the suggestion?—Yes; that was the suggestion.

37798. Now, I put it to you in the first place: Suppose a public system of railways were substituted for this private system, would not the saving out of which reductions might be made arise from the application of public credit by means of which the annual charge for capital should be much less than the net profits are at present?—I think the savings would be very great indeed.

37799. What I mean is, that the first source of saving would be the application of the public credit for that purpose, whereby the annual charge on the capital, if the State took charge of the line, would be substantially less than are the net profits at present, and thereby a surplus would be created?—I think there is no doubt that there would be.

37800. Very well. Would the North and East have any special proprietorship of that surplus? Would it not be a surplus obtained by public credit—that is the application of the credit of the whole of Ireland, not merely of the North-East of it, and the credit of England and Scotland, as well as of Ireland?—I think it would be a State transaction.

37801. Would the North-East of Ireland have any special proprietorship in that transaction?—I do not think they would.

37802. Then would not the substitution of united working of the railways, for the fragmentary working which at present exists, result in a great saving?—Yes; as I have said, wholesale trading, instead of retail, would result in a very large saving.

37803. Exactly. Would not the whole of Ireland contribute to the saving obtained by united working?—Yes.

37804. Not the North-east especially?—There are several items in which saving could be effected. All the rolling stock could be made in Ireland, and ultimately could be standardised, so that when renewals were made the required standard could be maintained.

37805. So that this surplus fund, created first by public credit, and secondly by united working, would be a fund obtained not in any special locality, but from the kingdom as a whole?—I think the surplus should certainly go to the development of the railways in Ireland.

37806. It would not be obtained in any special manner from any particular locality?—No, it would not.

37807. On the other hand, the reductions in the rates would be beneficial, not to the South and West alone, but to the North as well?—They would be given wherever required. Anything that benefits the South and West, must indirectly benefit the North and East.

37808. In the case of development of traffic under a State system, it would be either of the export trade or inland manufactures. Now, if it were a development of the export trade, which is chiefly in food products, would not all Ireland contribute to that as much as the North-East, or rather more?—It would, certainly.

37809. Therefore, so far as increased resources were due to the development of the cattle trade, the South and West of Ireland would contribute at least as much as the North-East?—The cattle trade is very extensive in the South—very much greater than what we have in the North.

37810. Therefore, so far as the development of the export trade is concerned, the South and West would contribute even more than the North. Again, suppose the reduction of the inland rates created a development of Irish manufactures—you are already so fully developed in the North-East in manufactures that the probability is that any development arising from manufactures would arise in the South and West?—Yes, it is very possible.

37811. Therefore, on the whole, does it appear that there is an atom of foundation for suggesting that the North-East would contribute specially to the benefit which other parts of the country received?—To some extent it might, but I do not think it would be so. Taken as a whole, I think it would be equalised all over the country by State ownership.

37812. The fund for reductions would be derived from public credit and united working. The development would be derived from the general export trade and from manufactures which are much more open to development in the South and West than in the North, and therefore the rest of Ireland at large would contribute to reductions of rates received?—That is so.

Mr. Acworth.—I do not desire to address Mr. Macrory on the subject any more.

37813. I think you appear on behalf of the Westmeath County Council?—Yes.

37814. Are you a member of the Council?—Yes.

37815. Now, the Council have had under consideration the question which we are considering in this Commission, have they not?—Yes.

37816. Have you considered the question of through rates for goods into Ireland from England?—Yes.

37817. Have you any remark to make upon that subject?—Well, I am of opinion that they are not very much to the advantage of the country, that there is not a great deal to be gained by them. As a matter of fact, my own experience is that I work with local rates in, I should say, the majority of cases, and the reason why I do so is that I get a rebate made at Dublin by the English and Shipping Companies, and, on account of those rebates, the local rates come lower than the through rates.

37818. I do not quite follow what you mean by that?—Take the rate of 60*s.*, say.

37819. From where?—Take any English centre.

37820. Take Manchester to Cork, or Liverpool?—Anywhere you like. Take it, not to Cork, because there would be direct shipment; take it to Limerick or any inland town, and take it that 60*s.* would be the rate, the rate to Dublin would be 40*s.*, and the shipping company and the English companies combined give a rebate on that of 10*s.* a ton.

37821. Whom do they give it to?—The customer; for instance, I get it, to my advantage, of course. Then, the ordinary rate in Ireland, added to the charges, minus the rebate, make it less than the through rate.

37822. I am bound to confess that I have not followed your answer yet. You talk about a rebate of 10*s.* a ton, who gives the rebate and who gets it?—The English carrying company gives the rebate.

37823. To whom?—To the person who pays the carriage, whether it is the consignee or the consignor.

37824. Do you know this of your own knowledge, or is it merely information received?—It is my own knowledge.

37825. Can you give us an instance, just one case where it has been done, and how it has been done—any one case you like?—I cannot just exactly quote the rates, but I think if Mr. Tatlow could give me any rates——

Mr. Tatlow. I do not know anything about rebates.

Witness.—On account of rebates, sometimes, and in connection with certain traffic, the through rates are higher than the local rate combined with the rebate.

37826. *Mr. Acworth.*—Less the rebate?—Less the rebate, of course.

37827. *Mr. Sexton.*—Through rates from where to where?—Take my own case, say from Northampton to Mullingar.

37828. What traffic?—Boot traffic, boots and shoes.

37829. *Chairman.*—Let us take that as an instance—follow that on. Do you pay the carriage?—Yes.

37830. From Northampton to you station—Mullingar?—In that instance, there is a rebate of 10*s.* a ton paid by, say the Midland Company. They do pay it, it is an open thing.

37831. On that rate, from Northampton to Mullingar?—No, on the rate to Dublin they pay, and with the rate from Dublin to Mullingar it would be less. I am afraid I am not putting it clearly.

37832. *Mr. Acworth.*—The rate charged from Northampton to Dublin, you say, is 40*s.*?—Yes, out of which there is a rebate.

37833. Who gives you back the 10*s.*?—The English companies.

37834. The Midland do not carry to Dublin?—Yes, they do.

37835. By Heysham?—And by the City of Dublin too.

37836. The Midland carry to Liverpool, and then by the City of Dublin Steam Packet?—Yes.

37837. Who gives you the rebate?—Their agent, their own agent.

37838. Do you mean the Midland of England?—Yes, it is a recognised thing.

37839. *Chairman.*—The Midland are not at Northampton?—Yes, take Leicester.

37840. *Mr. Sexton.*—Will you explain what you mean by saying that rebates in Ireland are the means by which English companies give an indirect benefit to the English manufacturer?—That is not the question, sir. The Chairman asked me a question which is not bearing directly upon this at all.

37841. *Chairman.*—You say that the through rates in Ireland are on the whole against the manufacturing interests of that country?—Yes.

37842. I want you to give us an example?—I say I have been informed, I heard from railway officials, that there is a greater proportion of the through rate paid to Irish railway companies than is apparent on division, and that the English companies credit Irish companies more than their local rates for the traffic. That is what that paragraph refers to.

37843. Let us go on and see. You have opened the question yourself about the rebate, and we are all rather interested in that question, but we want to see the operation of it, if you could tell us. I do not follow it yet. How does the Midland Railway of England give you the 10*s.*?—On the tonnage—cash.

37844. *Mr. Sexton.*—On the through rate?—Oh, no.

37844A. On what do they give it on their local rate?—The Midland Great Western Company have their local rates. I use them to Mullingar.

37845. What has the English Company to do with giving you a rebate on the local rate?—It is their own local rate, not on the rates from Dublin.

37846. What has the English Company got to do with it?—I did not say the English company had to do with Irish local rates.

37847. You said they gave a through rate?—On the local rate to Dublin—Northampton or Leicester to Dublin.

37848. *Mr. Acworth.*—You consign it by local rates. The Midland of England get the Dublin rate, which you tell me is 40*s.*?—Yes.

37849. Then they give you a rebate of 10*s.*; that leaves a net rate of 30*s.*?—Yes.

37850. Then you pay the local rate on to Mullingar—how much is that?—16*s.* 11*d.*

37851. That makes the rate which you actually pay 46*s.* 11*d.*?—Yes.

37852. Supposing you take the through rate from Northampton to Mullingar; what would it be? The saving in the one you just quoted is about 3*s.* 4*d.* in the ton.

37853. Tell us what the through rate would be?—I do not proffer that; it is only general evidence I have given. If I had known you would have asked these questions, I would have had all the figures.

Mr. Tatlow.—I can give you the through rate, it is 58*s.* 4*d.*, Northampton to Mullingar.

37853A. *Colonel Hutcheson Poë.*—What is the actual rate to Dublin? This gentleman speaks of the local rate.

Mr. Tatlow.—I have not that.

37854. *Colonel Hutcheson Poë.*—You do not know it.

Mr. Tatlow.—No.

37854A. *Mr. Acworth.*—Perhaps Mr. Tatlow could tell us whether it is probably right that the 10*s.* rebate off the local rates would bring it below the through rate.

Mr. Tatlow.—I do not know the figures, but I think it would, undoubtedly. I think that is unquestionable.

37854A. *Mr. Acworth.*—In other words, there is not very much difference between the through rate and some of the local rates.

Mr. Tatlow.—Not 10*s.*

37855. *Chairman.*—(*To the Witness*).—Generally with regard to the rates and fares in Ireland, do you consider them excessive or high as compared with the rates in England?—Not very high, considering the amount of traffic they have, and the purposes for which the railway exists.

37855A. Do you think it would be a great advantage to the people in this country if those rates could be reduced?—It would undoubtedly be an advantage.

37856. With regard to the connecting train services at various junctions, we have had evidence upon that that in many cases there is great delay; do you consider the arrangement satisfactory at junctions which you are acquainted with?—No. Take for instance the Great Southern and the Midland Great Western. Their connections are very bad.

Mr. J. P. Dowdall, Representative of the Westmeath County Council.

The through rates in Ireland against the manufacturing interests.

The Irish Railway Companies alleged to get more than their locals in division of the cross-Channel through rates.

Allegation that a rebate of 10*s.* a ton is allowed by the Midland Railway Company of England on the rate for boots from Leicester to Dublin.

The Irish rates and fares not too high consistently with profitable working on commercial lines.

Complaint as to bad train connections between the Great Southern and Western Railway and the Midland Great Western Railway systems.

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Mr. J. P. Dowdall, Representative of the Westmeath County Council.

37857. Just give us an illustration of that?—You cannot get to the South of Ireland from Mullingar by Portarlington sooner than 4.15 p.m. On the return journey there is only one connecting train leaving Portarlington at 10.25 a.m. and arriving at Mullingar at 5.22 p.m. The railway distance is only forty-two miles. As this connection does not run in conjunction with any trains coming from South of Maryboro' (excepting Waterford line, and starting at 6.45 a.m.), it is an impossibility to arrive in Mullingar in the one day from stations on the main line of the Great Southern and Western Railway..

Instances of faulty train connections from Mullingar.

37858. According to that you cannot go there and back in a day?—It is absolutely impossible. You cannot get from the South of Ireland to Mullingar in a day, and the distance between Portarlington, the principal junction on the Great Southern and Mullingar the principal junction on the Midland Great Western, is only forty-two miles.

37859. That is so far as passenger trains are concerned, and I suppose that would apply to live stock?—Undoubtedly.

37860. It applies in the same way?—Just the same.

37861. The farmers in Ireland, for instance, and graziers who want to attend the Southern fairs cannot do it?—They are absolutely shut off.

37862. Have you any competition at Mullingar?—Yes, the Royal Canal passes through Mullingar; but it is the property of the Midland Great Western Company, and the competition is comparatively small in connection with it.

The private proprietary system of railways renders any general reduction in rates impossible.

37863. Your dealings are principally with the Midland, I suppose?—Yes.

37864. Do you find their arrangements pretty satisfactory?—Personally and generally speaking, I have always found the Midland Company anxious to meet people as far as they possibly can.

37865. And to give you facilities so as to cultivate the trade as much as they can?—As much as they can, and as much as you could expect from a proprietary railway company.

37866. Still, you say, even with all the best intentions, greater facilities and lower rates would be a great advantage to the district?—Necessarily, for the development of the country.

37867. You are of opinion, I suppose, that the existing companies being private companies, it is not fair to expect them to make large reductions in rates?—I do not think it is.

37868. In the interests of their shareholders?—It is other people's money, and expecting, of course—as they must expect—to give a return for it, I do not think they could give much reduction in rates.

37869. What is your remedy for the whole thing? What do you suggest as a remedy? Do you think it would be better if the railways were unified into one system?—Unified.

The nationalisation of the railways under an Irish authority suggested as the best means of aiding the development of Irish industries.

37870. Yes, into one system?—One system, yes.

37871. Under what authority?—Controlled by an Irish Board absolutely.

37872. An Irish authority?—Yes.

37873. In fact, the nationalisation of the railways?—Yes, under the control of an Irish Board.

37874. Is that the opinion of your Council?—Yes, it is the expressed opinion of the Council.

37875. Therefore you represent that view as the view of the Westmeath County Council?—Yes.

37876. You think that if that took place it would tend to develop the other industries in Ireland and generally promote more prosperity than exists at the present time?—Yes, because the County Council believe that the railway companies would extend for the development and benefit of the country, and could be made the means to a great extent of developing; that it would create a preference for Irish manufactures, and carry Irish manufactured goods much cheaper than imported goods. The County Council are strongly of opinion that the Board should have the power to create a preferential rate for Irish produce and internal traffic.

Proper consideration to be observed of the Companies' interests in any State purchase scheme.

37877. I suppose I need scarcely ask you this, but your Council is of opinion that reasonable, proper, and fair terms should be offered to the existing Companies?—Yes, subject, of course, to proper inspection and in conjunction with the rate of depreciation on the existing stock.

37878. At any rate that no injustice should be done?—No, the desire is absolutely fair play, and in fact liberal terms.

Examined by Colonel Hutcheson Poë.

37879. With regard to the want of connection that you speak of between the Midland Great Western and the Great Southern and Western, have you made any representation to those two Companies to try and get them to meet your wishes?—No; at one time, when there was talk of opposition and of a new railway being made, there were greater facilities given, but those greater facilities ceased to exist when the Act of Parliament authorising the extension of the Waterford and Central Ireland Railway to Mullingar lapsed.

37880. In what year was that suggested?—About ten years ago.

37881. At that time the companies, according to you, did consider the question of providing better connections?—They did.

37882. As soon as the opposition disappeared, they abandoned the idea?—Yes.

37883. And the want of this connection seriously hinders not only passenger traffic, but goods and cattle traffic?—I believe so.

37884. You said that as far as the Midland Great Western are concerned you always find them willing to meet you to the best of their ability?—As far as they reasonably can.

37885. In other words, their goodwill is only limited by the length of their purse and the obligations they are under to their shareholders?—I should say so.

37886. I gather that you are of opinion that if you could put the Irish railways under one hand, those obligations would disappear, and the Irish railways, operating as a whole, could work in the interest of the community?—Yes, and much more economically.

37887. I do not know whether you were in the room when the last witness, Mr. Macrory, was under examination?—I was.

37888. I do not know whether you heard me questioning him with regard to the ability and likelihood of an Irish body meeting any obligations which it undertook?—Yes, I did hear you.

37889. I did not ask whether an Irish authority or a State authority would be best. My questions were:—Looking at it in the light of practical experience, and speaking as a County Councillor, would you be prepared to say, so far as your opinion goes, and looking at it from the point of view which I tried to put to him, that there is nothing to lead one to suppose that that body or any other general body representative of the country, would act in any contrary spirit to that which had already been done by similar bodies?—I am quite sure of it.

37890. And they could be depended upon to fulfil their obligations if they gave them, in the same manner as the smaller bodies up to the present have fulfilled theirs?—Yes, their undertakings would be faithfully carried out.

Examined by Mr. Acworth.

37891. I gather you are in business yourself in the boot and shoe trade?—Yes.

37892. Are you a manufacturer?—Unfortunately not.

37893. You are a merchant?—Yes.

37894. And (I think I understand the point) that there is only a small difference between the through rate from, say, Leicester or Northampton or Kettering to Mullingar, and the local rate that is made up of the rate from, say, Leicester to Dublin and another rate on from Dublin to Mullingar?—Yes.

37895. And therefore you, getting a rebate of 10*s.* on the local rate, which you do not get on the through rate, find it better to take the two local rates than the through rate?—Yes.

37896. That is what it comes to?—Yes.

37897. You do not send out of Ireland again at all, of course?—No.

37898. You bring in; all the stuff you distribute comes from England?—Yes.

37899. Is there no manufactory in Ireland?—There are some manufactories in Ireland.

37900. Where?—Some in Carlow, Cork, Belfast, Dublin, and Waterford.

37901. I suppose you buy from them?—From some.

37902. From Dublin you clearly get it a great deal cheaper; you get something like 16*s.* as against 45*s.*

—the railway rate that you pay?—Yes; as against the English rate, you mean.

37903. Yes. Does that make much difference; does that give Dublin a serious advantage?—It does not give a serious advantage, because the English manufacturer produces for such a large market he can afford to classify his production; he can have his labour so trained that he has a very great advantage over any Irish manufacturer.

37904. He can make in three or four hundred sizes and shapes?—He can make in a less number of shapes—three or four—and find a market for it. For instance, he can have six lines, and his labour can be so trained that it would be——

37905. More productive?—Not more productive, but so trained that it will produce better and quicker than if that labour was more diversified and applied to more different articles.

37906. That gives him an advantage?—Undoubtedly.

37906A. The Irishman has got an advantage of 30*s.* a ton on the rate to Mullingar, but that, I suppose, on the percentage value of a ton of boots is very trifling?—Very trivial.

37907. Supposing the Irishman got his rate for nothing, which is the best we can suppose, or that the Englishman's was put up a little further, would it be easy to make a difference in the railway rate that would affect the trade?—It would undoubtedly be an encouragement and advantage which does not exist at present.

37908. You would like, as I understand, to get more than this 30*s.* advantage?—If possible.

37909. And I suppose you would say that for a high-class article like boots and shoes the difference in the rate would not make much difference; on things less valuable it would make more difference?—Undoubtedly.

37910. You would like to protect the Irish manufacturer, and give him a better chance of competing with the Englishman?—Exactly.

37911. That is for stuff coming into Ireland?—Yes.

37912. Stuff coming from England and Scotland to Ireland?—If it were possible, I would charge a higher rate.

37913. You do not, I suppose, export from Ireland into England?—No, but I think that if there was a Board of Control, such as I speak of, they should have the power of creating advantageous terms to ports for all Irish traffic, because it would create indirect traffic afterwards; then they would have labour employed in the country; those people will want food-stuffs and other materials, and that causes indirect traffic, whereas manufactured goods coming into the country do not create indirect traffic.

37914. What you want to do is to put up the Irish portion of the rates for stuff coming in from England and put down the rates for stuff going from Ireland?—Yes.

37915. Is that the view of your Council?—Yes.

37916. Do you think it is the common view in Ireland?—I believe it is a very general view.

37917. You will agree that it will not help the English manufacturer?—I do not know. I will not say it would not, inasmuch as you have a much larger population in England, and certain things are produced in England that could never be produced in Ireland; you would make people better off in Ireland, and consequently there would be a greater demand for these things which they could not provide.

37918. Necessarily, but it would not help the English manufacturer to have the rate put up against him?—It would affect him very immaterially.

37919. In your case?—I think generally it would affect him very immaterially.

Examined by Mr. Sexton.

37920. You consider that this is a question in which all Ireland has a common interest?—Entirely.

37921. The North as well as the South, and the East as well as the West?—Absolutely one interest.

37922. The establishment of a system of publicly-owned railways would, by the substitution of popular credit and by united working instead of plural working, create a fund out of which reductions in rates and fares could be given?—Undoubtedly.

37923. That would be a fund which would benefit the whole of Ireland indifferently without laying on any part of Ireland any special burden?—Of course.

37924. As Ireland in the South and West has been hitherto neglected more than the North, and therefore is more undeveloped now than the East and the North, it would appear that any surplus due hereafter to development of traffic would be more likely to come from the South and West than from the North-East, and on the other hand, of any benefit the North would have its share?—Certainly; there would be no division at all; we should be all one.

37925. It ought to be possible to consider a business question of this kind without raising evil spirits?—I think they should be buried and forgotten; they should not exist at all.

37926. Do you agree with the general evidence here that the export trade of Ireland is greatly hindered by the excess of export rates from Ireland into England over those from foreign countries abroad into England?—Undoubtedly.

37927. You think a general reduction of such rates is required?—It is essential.

37928. As to the through rates from England and the Irish inland rates, do you agree with the evidence generally that the through rates from England are framed on a very low scale as compared with the inland rates in Ireland?—I do.

37929. Suppose there was an effort to establish or develop boot manufacture in different parts of Ireland, are not the import rates from England such as would make it more difficult for the Irish manufacturers to find markets in Ireland?—Will you just ask that question again, if you please.

37930. The import rates from England?—Yes, you mean from country towns.

37931. From the interior parts of England to the interior parts of Ireland. Do you not think that the inland rates from one Irish town to another would be found to press severely upon an Irish boot manufacturer who wanted to sell his boots in Ireland?—No, I would not say that.

37932. In proportion to the services rendered?—I am talking of the general result on the trade.

37933. I want to take the proportion of services?—I have not the figure.

37934. But take the general question; take the proportion of services, the number of miles from the English town to the Irish town, and the rate charged for that service, and then take the number of miles from one Irish town to another, do you not think that in proportion to the services rendered by the railway company to the Irishman, the rate to him would be higher than the through rate?—Naturally.

37935. Is not the Irishman who makes boots placed at a disadvantage by having to pay a rate proportionately higher than is paid for the through transit?—There is a difference, but you have had such extreme evidence of the disparity of the rates that I really am not in a position to go into it.

37936. You are not in a position to say that the rates may not be so much higher in many cases as to create certain hindrances, say, to the Irish bootmaker trying to sell his boots in Ireland?—I am not in a position to go into these figures.

37937. Apart altogether from Protection—I put that aside as a question not within the sphere of this Commission, which is simply on the question of railway rates—do you not think, without raising any question of Protection, there could be such a reduction upon the export rates and inland rates in Ireland as would promote a great development of Irish industries?—It would be a very material help in the development of the country to have the rates made so low.

37938. You say that there should be no advantage given against Ireland?—I think it should be the other way about.

37939. But part from that question, is it not possible for the rates which are now against Ireland—the export rates to England—to be brought down to such a level as that there should be no advantage given to the Continental importer to Great Britain as against the Irish importer?—Certainly.

37940. Would not that be satisfactory if it were done?—We should be very glad to get it.

37941. It might be found sufficient?—It might; all things are possible.

37942. In the unification of the Irish railways do you consider, having regard to the nature of the grievances that the authority to settle the rates and fares should be an Irish authority?—Undoubtedly.

The anticipated savings from unified working would benefit Ireland as a whole.

The export trade from Ireland to English markets hindered by the greater facilities enjoyed by foreign competitors.

Through rates from England framed on a very low scale as compared with Irish interior rates.

A general reduction in rates an important factor in inducing a revival and development of Irish industries as a whole.

The possibility of reducing the export rates to England so as to prevent any advantage to Continental importers to Great Britain.

An Irish authority considered the proper body to ensure a redress of existing transit grievances.

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37943. And that such authority should be able to provide that the profit resulting from the lines should be devoted to Irish uses?—Certainly. Let me add one of the reasons why the General Council of County Councils believe in the successful working of the railways by an Irish Board is the certain economy that would be effected in control. Take, as an example, for instance, the Great Western of England. Its capital is more than double of the combined Irish capital, its receipts about three times greater than the total Irish receipts, and it is controlled by a Board of nineteen Directors and eighteen principal officials as against the hundreds of Directors and principal officials controlling in Ireland.

The extent of the Irish railways presents no difficulty to unified control.

37944-5. I am not aware that anyone raises the point that the extent of the Irish railways would make it difficult to manage them as one system?—No.

37946. *Chairman.*—Before we adjourn for luncheon may I mention, just for the information of the railway companies, that I have got in my hand some letters—I am not in a position at present to give either the places, the dates, or the names of the parties, but I will just read you two or three extracts. One is: "I am in the habit of getting several descriptions of traffic from Belfast"—I have put in the words "several descriptions" because it mentions the traffic, and I do not think it is policy at present to mention it—"and both the Midland and Great Northern Companies send their agents competing for this traffic"—I have here all the rates for these materials, varying from 8*s.* to 10*s.* a ton—"and they give discount as well." That is an extract from one letter. Another letter is: "Our rate, Belfast to Sligo, is 17*s.* 6*d.*, off which we can allow you 10*d.* a ton." That is a communication from a railway company, and there is another communication from a railway company: "I am in receipt of your letter *re* charges, and I will agree to you stopping 6*d.* per ton discount off this lot." It is merely for the railway companies when considering their case to look into those questions. I have got the original letters here.

Letters as to rebates given to traders from certain Irish railways quoted by the Chairman.

Sir George St. John Colthurst, Bart., D.L., examined by the Chairman.

Sir George St. John Colthurst, Bart., D.L., Vice-Chairman of the Cork and Muskerry Light Railway.

37947. I have only a very few questions to ask you, Sir George. First of all, you are appearing on behalf of the Cork and Muskerry Railway Company?—Yes.

37948. Are you the Chairman of that Company?—No; I am Vice-Chairman.

37949. What is the length of the line?—Eighteen miles.

37950. When was it constructed?—In 1886, I think, it was begun. It was under the Act of 1883.

The Cork and Muskerry Railway—its length and date of construction.

37951. Under the Tramways (Ireland) Act of 1883?—Yes.

37952. And what was the amount of capital passed by the Grand Jury?—£78,300.

37953. What was the amount of capital sanctioned by the Privy Council?—£75,000.

37954. And the percentage?—5 per cent.

37955. What were the receipts of the line in 1889, that is the first year after it was opened?—The receipts were £7,458.

37956. And the expenditure for that year?—£5,910.

Capital sanctioned, and percentage guaranteed.

37957. Now, take the last year for which you have the figures, 1906. What were the receipts in that year?—£9,603.

37958. And the expenditure?—£7,603.

37959. What was the increase in the receipts?—£2,145.

Comparison of receipts and expenditure, of the railway—years 1889 1906.

37960. And the increase in expenditure?—£1,693.

37961. Of course, the railway has been of great advantage to the district?—A very great advantage to the district.

37962. I suppose there are fairs there?—Yes, there is a two days' fair each month at Coachford, and one each month at Donoughmore.

37963. Have you any creameries in the district?—Yes, there is a large creamery at Coachford, and another at Cloghroe.

Industries benefited by the railway.

37964. Is there any manufacturing industry?—There are large woollen mills at Blarney, and there are large woollen mills at Dripsey which are doing very well.

37965. All these particular industries have been considerably benefited by the construction of this railway?—They have, yes.

The rates and fares alleged low and satisfactory to the public.

37966. And the rates charged are such as the parties interested consider satisfactory?—I think so, as far as we know; we have had no complaints about them.

37967. And if there were not satisfactory you would have had complaints?—We should.

37968. What are the fares. You have only two classes I think—first and third?—First and third, and the fares are——

37969. Say, from Cork to Coachford?—From Cork to Coachford, first-class, 1*s.* 6*d.*, and third-class. 1*s.* 1*d.*

37970. What is the distance?—From Cork to Coachford it is fifteen miles.

37971 So that the third-class fare is less than a penny a mile?—It is less than a penny per mile; it is just over a halfpenny. The third-class return fare to Coachford is 1*s.* 6*d.*, and the distance would be thirty miles, so that it works out at just over a halfpenny per mile.

37972. Therefore, there are low passenger fares?—Yes.

37973. And a reasonable rate for goods traffic?—I think so.

37974. And such rates and fares have been a great encouragement to the district?—I think so.

37975. I do not think I need ask you about the train mileage, I suppose all your capital is spent?—Yes.

37976. You have no available capital?—No, not at all.

37977. But you have on this railway, I suppose, almost necessary improvements which would be a great advantage to the district if you had the capital to carry them out?—Yes.

37978. But you have not got the capital?—We have not got it, and we have no means of getting it.

37979. Have you considered what amount of capital would be required to give these almost necessary facilities which you consider would be a great advantage to the district?—Yes, we have; about £6,700 would be required.

37980. Let us put it this way: you think that between £6,000 and £7,000 additional capital spent on this railway would be of great advantage not only to the railway but to the district which it serves?—Certainly.

37981. And that those additions are practically necessary?—Yes.

37982. And you would be only too glad to carry them out if you had the money?—Yes.

37983. Have you applied to any public department in connection with the matter?—No.

37984. You have not; this is the first application?—Yes.

37985. When I say "first application" I mean that this is the first time you have suggested publicly that the amount could be advantageously spent?—Yes.

Examined by Mr. Sexton.

37986. Do you consider that the growth of receipts is likely to be progressive?—I think it is. I have got the returns worked out, as you see, in great detail. In the last half-year we put £1,200 odd to the credit of the baronies out of a total of £1,875 that had to be paid. That works out at £630 odd, half paid by the ratepayers and half paid by the Treasury—it works out at a little under 1½*d.* in the pound.

37987. The expenditure has increased a good deal since the first year, but the receipts have been still more expansive?—Yes.

37988. And you think that probably the surplus will continue to increase. What is the actual charge at present on the district?—Roughly speaking, about 3*d.* in the pound.

37989. Expressed in money, how much?—About £750 to £800.

37990. So that a small expansion of net receipts would free the district from the levy?—I think it would eventually.

37991. Do you think that this suggested expenditure would contribute towards that end?—I do.

37992. The first-class fares are very low; they are only slightly over a penny a mile?—They are.

37993. And the third-class fares are very near the level of the first class. A peculiarity of your fares is that your first-class fares are very little over a penny per mile, while the third-class fares are much more near the level of the first-class than is generally the case?—I think we ran them as low as we could. There are a great many people who, if we had kept the first-class fares too high, would have gone third.

37994. You think your third-class fare is more suitable than one of a penny a mile?—I do.

37995. Do you think that an even lower third-class rate would suit the means of the mass of the population better and might develop traffic?—I do not think that; I think we get all the traffic we can out of it in the district.

37996. I daresay you know that the average number of railway journeys as passengers per head of the population in Ireland is only six or seven in the year as against four times the number per head of the population in England; so that there is room for development?—There is, but I think that we get nearly every bit of traffic we could get out of it.

37997. In that district?—Yes. Of course, we have special fares on market days and Saturdays, which bring it even lower.

37998. Since you started you have doubled the original number of locomotives?—Yes.

37999. And you have quadrupled the number of carriages and doubled the number of wagons?—Yes.

38000. I suppose one may say that expenditure on that scale for these purposes will not be requisite in the future?—No, I think not.

38001. That is another reason for thinking that if you could make this suggested expenditure you might be able to turn the line into a commercially self-supporting line?—I think so.

38002. Do you consider the present system or lack of system of dealing with these financial matters ought to continue; I mean that lines like yours, or districts requiring new lines, should be left to find for themselves, and go to the Treasury, and so on. Do you not think there should be some systematic method, by which resources might be put into a common fund, and the public interests served without local levies—would not such a method greatly tend to perfect the transit system in Ireland?—It might; but after all, I think it is fair that the districts should pay something for the advantages of railway communication. I believe the rate they have to pay has been repaid to every farmer three times over.

38003. No doubt it may have been so; but, speaking generally, looking to the interest and development of the country as a whole, do you not consider that a system whereby the whole burden of a local line is thrown upon a particular district, sometimes very oppressively, might be usefully modified?—It might be; but, after all, the Treasury contribute 2 per cent. towards it.

38004. Have you not observed that recently that system appears to have been given up, and that now we can look practically only to the Irish Development Fund, which we understand has been exhausted by the operations of the Land Purchase Act?—Yes.

38005. So that the future appears to be rather dubious and uncertain. Might it not be well that we should settle what resources are really available for this purpose in Ireland, and put them in the hands of some authority which would deal with the whole subject from the point of view of the general public interest, and avoid making a contribution of the full levy by the particular district an indispensable condition?—Certainly it would be an advantage to open out the country; but there are very few places that I know of that are not thoroughly supplied with railway communication now. I think we went a little mad after Mr. Balfour's Act was passed, and more railways were made than could possibly pay.

38006. I admit that you in Cork did a great deal; but we have had strong evidence of the want of something like 100 lines in various parts of the country. You see no harm, and possibly good, in a more systematic method of dealing with these matters?—Not at all.

Examined by Mr. ACWORTH.

38007. Does this additional rolling stock include stock which had to be got to work the Donoughmore Extension?—No. We got £3,000 worth of stock from them which is not included in that. We got an engine——

38008. You need not trouble about the details; I accept it in the way you have given it. Is the Donoughmore Extension stocked enough by itself, or have you, in working, to supplement it from your resources?—They work in and out between us. Of course, there are certain times when it might be thought enough; there are other times when it is not, and it is worked in and out.

38009. The point I wanted to get at was whether this increase in rolling stock was only for your own line, or whether any portion of it was either for general use or for reserve use for the Donoughmore Extension?—I do not think so. I think it was mainly for our own line.

38010. I see that your expenditure has gone up, roughly speaking, from £6,000 to £7,600?—Yes.

38011. Does that last year include any further expenditure on what ought to be capital purposes?—Yes; that last year includes about £500 or £600, I think, for payment for rolling stock.

38012. Could you, by chance, tell me whether the £5,910 in the year 1889 was all income expenditure?—There was some in it, but I could not tell you how much at this moment; I could tell you when I get the return.

38013. Practically every year from 1889 includes capital expenditure, does it?—Yes.

38014. Of a varying amount?—Yes.

38015. So that we must not talk too much of the increase of working expenses, because it is not really comparing like with like?—No.

38016. Then with regard to goods rates, Cork to Coachford. I wonder if you can tell me why your rates for the high-class goods are so very low; they seem to be very low having regard to the coal. Was there any special policy, do you know?—I do not think so.

38017. 5*s.* 9*d.* for a ton of furniture for fifteen miles is very cheap?—I could not tell you why it is.

38018. And 2*s.* for a ton of coal for fifteen miles is fairly good. I am not impugning it; I only want to understand?—I am afraid I could not explain it. They probably made the rates as low as they could in the interests of the ratepayers.

38019. My point is that in proportion the rate for the higher class stuff is very much lower than that for the lower class?—I could not tell you why.

38020. We shall agree that 5*s.* 9*d.* for a ton of furniture—that is the highest—is much less proportionately than 2*s.* a ton for coal?—Yes. But I do not fancy that many tons of furniture would be carried in that district.

38021. I think that that is probably the explanation. In your abstract of evidence you say that you want a suitable stone-crushing plant which would cost £1,200?—We say that, but that is really a matter that I do not attach so much importance to as some people do. We have a good gravel bank there which I do not think is properly worked at present. I would not be in favour of the expenditure myself.

38022. You do not want one and the Donoughmore people another?—No, certainly not.

38023. Because they also have put in an estimate for one?—Yes.

38024. Anyway, we may strike out one of those £1,200's?—One would do for both.

38025. And you are inclined to doubt whether you want the one?—The money could be expended more usefully in other ways.

38026. I do not know whether you want to say anything on the general question; you have not mentioned it in your abstract of evidence. Have you any general view?—There is something you have not asked me about. One of the reasons why I think we are entitled to ask for a contribution is that our original capital sanctioned was £78,000, but it was cut down by the Privy Council on the ground that we had put in much more rolling-stock than we wanted. They staffed us with this ridiculous amount of rolling-stock, and we could not work the line at

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A more systematic method of dealing with railway extensions, etc., than the present arrangement recommended.

The Donoughmore extension line sufficiently equipped with rolling stock for its own needs.

The additional rolling stock obtained, required mainly for the Cork and Muskerry Railway.

Items of capital expenditure included in each year's accounts as charged to revenue.

The goods rates on the Muskerry line very low.

Items of additional equipment required for the Muskerry Railway.

The effect of the action of the Privy Council in cutting down the original capital sanctioned for the Muskerry line.

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all; we had to go to the Court of Queen's Bench to get a *mandamus* to allow us to buy rolling-stock out of revenue. The next reason why I think we are entitled to some consideration is the extra cost to which we were put in getting our Bill. We were in the unique position of being the only Light Railway Bill in Ireland that was opposed in Parliament. It was the first year after the Act was passed, and the Adviser to the Irish Office declared that we were bound to go before a Committee. Lord Redesdale unfortunately agreed, and we were sent before a Committee of the House of Lords. Consequently we had to go through the same expense as a Private Bill. We had to go before a Committee, bring over witnesses, employ counsel and Parliamentary agents, and then they threw us out.

The Bill for the Muskerry Railway the only Irish Light Railway Bill opposed in Parliament.

38027. Although you were unopposed?—No; we were opposed. But we had objected all along that they had no right to send us before a Committee, that it was a Government measure. Lord FitzGerald and Lord Selborne took the case up in the House of Lords and brought up the point that what had been done by the Chairman of Committees was perfectly illegal, and after a debate in which they were backed up by every law lord in the House, the matter was wound up by Lord Halsbury getting up and stating that a grave injustice would be done if the House of Lords did not upset the motion sending the Bill to a Committee. By that time it was very late in the Session. We had already had to spend about £800 or £1,000 in fighting the Bill. We went down to the House of Commons, but, being opposed there, it could not be got through that year. That put us to an expense of at least £1,200.

Consequent excessive Parliamentary expenses.

38028. And in the following year?—It was run through.

38029. Not as a private Bill?—No, as a Government Bill. The purpose of the Act was that, first of all, the schemes should be inquired into by the Grand Jury and then by the Privy Council, and that then, the matter having been decided by these local tribunals, the local people should be relieved of all expenditure. Instead of this we were put to exactly the same expense as if we had gone for a private Bill. That, I maintain, had to come out of our capital.

38030. It is very interesting that you should have told us that, because previous witnesses have told us what I thought was a mistake, that all these Bills have to run the gauntlet of both Houses of Parliament just as any other Railway Bill would?—They have to run the gauntlet of both Houses of Parliament, but they are Government measures, and all the costs have to be borne by the Government.

38031. *Mr. Sexton.*—Your grievance was made manifest by the circumstance that a public Bill passed the next year?—It was made manifest by the debate in the House.

38032. And in addition there was the palpable circumstance that a public Bill passed the following year?—Yes.

Promotion — procedure under the Tramways Light Railways' Act of 1883.

Mr. Shanahan (*the Secretary*).—But these Bills do not go to Parliament unless the schemes are opposed before the Privy Council. If there is no opposition before the Privy Council in Ireland a Bill is not brought across to the Imperial Parliament.

Mr. Acworth.—Then the Privy Council sanctions it?

The Secretary.—Yes.

38033. *Mr. Acworth.*—And if it is opposed?—

The Secretary.—The Burton Port line built by the Board of Works, was opposed before the Privy Council by the Donegal Company, and the provisional order had to be confirmed by Parliament.

38034. *Mr. Sexton* (*to Witness*).—What became of the opposition to your line when the public Bill was introduced?—I think the Bill ran through. I think a deputation went over to the Irish Party.

Mr. Acworth.—I do not quite understand. If it was a provisional order the people who promoted the provisional order would be responsible for the expenditure on fighting the opposition.

The Secretary.—I think it is usually treated as unopposed.

Mr. Acworth.—The provisional order is introduced as a Government Bill; but if it is opposed——

The Secretary.—Pardon me; under the Act of 1896, it is the promoters of the line—who must be an existing railway company within the terms of the Act of Parliament—who are the promoters of the order, not the Government Department who are providing the money for its construction.

Mr. Acworth.—Supposing the Board of Trade or the Local Government Board in England, or anybody else, accept a scheme and they promote a provisional order; if the provisional order is opposed it can go before Committees of both Houses of Parliament, and the costs of the fighting have to be borne by the promoters of the provisional order, not by the Government.

The Secretary.—Certainly.

38035. *Mr. Acworth* (*to Witness*).—Do you care to express any view on the general question referred to us?—What do you call the general question?

38036. Whether anything ought to be done, and if so, what, to make the railways more useful to the country; take that as the broad reference. You do not say anything about it in your abstract of evidence, but one knows that you are a representative Irishman, and if you wish to express any views I would like to hear them?—Personally, I do not believe that now, whatever might have been the case fifty years ago—I believe that if the Government had then, before the railways were made, taken the question up and made them, it would have been a good thing, but I do not believe that any good would come from the Government's now taking them up or from what they call nationalising the railways. But I certainly think that if many of the smaller railways could be amalgamated it would be a great benefit. Personally, I think the greatest benefit we get is the competition that is now going on between the English companies for our business. For instance, the Great Western fight the North Western for the business in the southern part of the country, and the Midland, having bought the Northern Counties in Ireland, are fighting the Lancashire and Yorkshire, I suppose, for their business in that part of the country. What we want is really competition.

38037. I will not go into the general question more than to ask you this:—Imagine a central board in Dublin controlling all the Irish railways; do you think it would be easy for that board to deal with the conflicting claims of the South and West, and Great Western and the North Western, and the rest of them?—Personally I should oppose altogether the centralising of the Board in Dublin, because the main idea of the people in Dublin is to get everything up there. I do not care what department of life it may be, whether it is sport or business, or trade or whatever it may be, if you put the Board in Dublin their one idea is to get everything there, and to run the show; they look upon Dublin as the centre of the universe.

38038. *Mr. Sexton.*—But if it were an elected body representing the country, Dublin would have but a small minority on the Board?—That might be, but whenever you get a Board of any sort in Dublin their one idea is to get everything up to them.

38039. But surely the members elected by the different parts of the country would be controlled by their constituents?—They might be, but personally I do not think it; I may be wrong.

38040. *Mr. Acworth.*—Broadly, subject to the absorption of the little railways that have no competitive value, and are too small to work themselves satisfactorily, you would like to leave the present position of things?—I would.

38041. Do you think that Irish railways are, under present circumstances, improving?—I think they are.

38042. Steadily?—They are certainly giving much more facilities than they did.

38043. I was not meaning from the shareholders' point of view, but from the point of view of the public?—I think they are.

38044. The service to the public is improving?—Certainly.

38045. As quickly as you could reasonably expect?—I think it is improving.

Examined by Mr. Aspinall.

38046. That 2*s.* rate for coal includes the use of your wagons, does it not?—How do you mean?

38047. You know that in England coal is carried almost entirely in colliery companies' wagons, but the coal on your railway would be carried in your own wagons, would it not?—Yes, entirely.

38048. So that the charge includes some figures for the use of your wagons?—Yes.

38049. It would differ from the English rate to that extent?—Yes.

38050. In asking for £6,700 to make certain improvements upon your lines, I note that you ask for £2,000, nearly one-third of the whole—for improving certain curves. Are these curves very bad?—They are bad, particularly in one case, at Myshall, and there is a case which I have not included in my proof, possibly I ought to have done, which is about five miles from Cork, where the original line was laid to go across the river twice and to go dead straight; but, on account of our capital having been cut down by the Board of Works and of the extra expenditure that we were put to, the engineer suggested that, to save money, he should avoid the two bridges and make a loop. That was really a great pity.

38051. Would it improve the curve?—It would have cost a great deal to do; you would have to make two bridges across the river to make the line straight.

38052. What is the radius?—5½ chains, inverse curves, two of them.

38053. Is there any risk to your trains at present on account of them?—No; we only run twelve miles an hour on them, but the cost is considerable; the wheels and the rails and sleepers on these curves have to be constantly renewed.

Examined by Colonel HUTCHESON POË.

38054. I gather that a great deal of the expense which you have incurred, and which has raised your working expenditure, has been due to the absence of sufficient rolling stock in the first instance, and also to the line not having been constructed, perhaps, as efficiently as it might have been?—The cost of the rolling stock; but, as far as the line is concerned, except possibly one of these curves, there is very little to complain of.

38055. With regard to the rolling stock for the last two years, 1905 and 1906, you have paid £1,000 in 1905, and £770 in 1906?—Yes.

38056. That is, roughly speaking, £900 for each of those years?—Yes.

38057. Was that abnormal expenditure, or would it recur?—It is nearly cleared now, but it has been going on steadily for several years.

38058. But for that the baronies would have been clear from any payments?—The payments would have been very little. The cost of the improvements really is £15,420 spent out of revenue.

38059. One of your reasons for thinking that you ought now to have some relief from the Government is that the original estimate was cut down at the instance of the Board of Works, and that if it had not been for their intervention and also the cost to which you were put in promoting your Bill through Parliament, you would have been in a very different position from what you are in to-day?—I think we should have been.

38060. Then with regard to fares. Your passenger fares and goods rates undoubtedly compare very favourably with those of which we have had evidence with regard to other railways. Would you go so far as to say that even though those fares are low, they have resulted in a considerable expansion of traffic?—They have, but the principle we went on was that as the people were paying their contribution we ought to make the rates and fares as low as we possibly could.

38061. While you carried only 11,000 tons of goods in 1905, in 1906 you carried 14,000 tons, an increase of 3,000 tons in the one year?—Yes.

38062. And I gather that traffic has been steadily increasing, showing that in spite of the low fares a large expansion of traffic has taken place which has justified those fares?—Yes.

38063. With your knowledge of Irish railways, and with the experience which has resulted in your own case, would you go so far as to say that a reduction, possibly not to so great an extent, but a reduction in rates and charges in the case of other lines would in their case also be recouped by an expansion of traffic?—I think it is a question for the individual railways, but they might develop their traffic if they can afford to lower their fares. But it is a question for them to consider; they have not the volume of traffic that they have in England.

38064. I do not suppose that you are more favourably situated than many other lines, and your experience has shown that a reduction of fares does not necessarily mean a reduction of income. What I wanted to know was whether, with your knowledge of Ireland generally, and with that experience in your own case, you are not of opinion that if other railways saw their way to make corresponding reductions they also would derive, as you have done, an increase of traffic and increased profits?—I think the lower they can make their fares consistently with their interests the better. May I make one comment on some previous proceedings? In the cross-examination of the Rev. P. Glynn, Mr. Balfour Browne made this statement: "Do you know that leaving out those expenses, the Cavan and Leitrim expenses are £207 per mile per annum; the Clogher Valley, £223 per mile per annum; the Cork and Muskerry, £368 per mile per annum; the Tralee and Dingle, managed by this Committee, £369 per mile per annum; and the West and South Clare lines, £278 per mile per annum?" Obviously, from a statement like that, it would seem that our line was the most expensively worked in Ireland; but it is a most unfair inference. The proper way to do it is to take it per train mile. We have a line of eighteen miles long, and of course if you take the total amount spent on running those miles it seems very high, but the fair way to take it is per train mile, and we run a great many more. I was so struck with this just before going to the half-yearly meeting that I got our Secretary to work it out, and this is the result: The Cavan and Leitrim, which, according to Mr. Balfour Browne, is lower than ours, works out at 2*s.* 1½*d.*; the West Clare, 2*s.* 2½*d.*, one half-year, and 2*s.* 10*d.* another; the South Clare, 2*s.* 4*d.*; the Tralee and Dingle, 3*s.* 1½*d.*; and we work out in two years, 1905 and 1906, at 1*s.* 8*d.*, and the Clogher Valley works out at about the same. Included in that is about £1,100 for rolling stock.

The cost of working of other light railway systems in Ireland compared with that of the Cork and Muskerry Railway.

Inaccurate evidence on the point given by a previous witness.

38065. *Mr. Acworth.*—Then to turn it the other way round, in fairness to the other people now, you must admit that the larger your train mileage the less ought to be your expense per train mile, because a large part of the expenditure is more or less constant?—Quite so; but take the case of the Cavan and Leitrim Railway: they run 100,000 train miles, and it works out at 2*s.* 1½*d.*, whereas we run 91,000 train miles, and it works out at 1*s.* 8*d.*

Comparison of train mileage cost suggested as the most equitable.

38066. If you take it at train miles run, if a railway is working only three trains a day and you are working five, one would naturally expect that your train mileage cost would be less than theirs?—Of course.

38067. Because your permanent way expenditure is spread over five trains instead of three?—Quite so; but it is not the fair way to take the cost, as was done in the other case.

Mr. Acworth—Quite so; but do not let us have anybody else coming here and saying that you have been unfair to them.

38068. *Colonel Hutcheson Poë.*—You spoke in favour of the small lines being amalgamated. We have had a good deal of evidence with regard to the desirability of the Cork and Bandon Railway taking up those nine or ten subsidiary branches; if that were carried out that would include your company?—Hardly, because we run separately altogether. I do not know how we could get into the Cork and Bandon system. But it was a great misfortune that when these various lines were passed—the Skull and Skibbereen, and so on—they did not insist upon the Cork and Bandon Railway working them.

Suggested absorption of all the South Cork Railways contigious to the Cork, Bandon and South Coast Railway by that system.

38069. What I wanted to ask was, would your Company make any objection, provided the terms were fair, to being taken over by the Cork and Bandon Railway; but I gather that you do not think it would be feasible?—I do not think it would be feasible. The river lies between us; we are practically two miles from a Cork and Bandon station. Their line does not run anywhere near us.

38070. The Cork and Muskerry?—The Cork and Muskerry does not run anywhere near the Cork and Bandon.

Isolated position of the Muskerry line with respect to other railways in Cork.

38071. But with the exception of that line?—I think it would be better that all the lines which branch off the Cork and Bandon line should be worked by that Company.

38072. How about the Cork and Macroom?—They run within a few yards.

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38073. *Sir H. Jekyll.*—There is no physical connection; the new junction scheme does not touch you?—No.

38074. *Mr. Sexton.*—Do you agree that a reduction of export rates which would put the Irish producer on a level with the foreign exporter into Great Britain, and a reduction of inland rates, which would put the Irish manufacturer on an equal footing with the British importer into Ireland, would be a great advantage?—Of course, the lower you can reduce the export rates the better; but I think they treat us very well at the present moment.

The Irish railway rates as a whole regarded as satisfactory.

38075. But if you compare the export rates out of Ireland with import rates into Great Britain from abroad, the trend of evidence is that the Irish exporter is at a disadvantage; and similarly the Irish manufacturer, by reason of the very low import duties into Ireland, finds himself hindered in the development of manufactures?—Yes, but the general public get the advantage.

38076. The public get the benefit of the import rates; but if the inland rates were lowered, so as to enable the Irish manufacturer to supply at the same price, the public would be in no worse position, and the Irish manufacturer would be in a better position?—Yes.

The proposal for unification of Irish railways should receive careful consideration.

38077. Supposing public ownership and united working of the Irish lines would provide means whereby the present transit system might be perfected, and whereby Irish industries and trade might be developed, do you not think that in view of such a prospect a proposal for unifying the lines should receive careful consideration on that ground?—Every proposal brought forward ought to receive careful consideration.

38078. You think it is worthy of consideration, and that it should not be pre-judged?—I do not think anything should be judged in advance; but, personally, I do not believe in it.

38079. But you would not decide finally in favour of private management if it appeared there was a case for thinking that the development of trade and industry in Ireland might be powerfully aided by a united public system?—I should like to hear the evidence in favour of it first. I do not think that my neighbour, when giving evidence on the Donoughmore line explained the manner in which we work it, because I gathered from the paper that some questions were asked as to how we treated them, and he said they had no complaint. I only wish to point out that we work it at actual cost; the bookings and things are worked out; the carriage and mileage proportions were carefully worked out by Mr. Shanahan, your secretary, acting for the Board of Works, who represent the Treasury, and our manager. So that if anybody should raise the question about the Donoughmore line which we work, it is worked on absolutely fair proportions.

The Secretary.—That is perfectly true; I can verify that.

Mr. TIMOTHY J. CANTY, J.P., examined by Sir HERBERT JEKYLL (in the Chair).

Mr. Timothy J. Canty, J.P. Representative of the Cork County Council.

38080. Mr. Canty, you are a Justice of the Peace?—Yes.

38081. And a County Councillor?—Yes.

38082. Are you on the County Council of Cork County?—Yes.

38083. I think you wish to give some evidence as to the cost of making railways in Ireland. Do you confine you evidence to railways in your own district, or does it apply to Ireland generally?—I prefer to confine myself to my own district.

The heavy Parliamentary expenses entailed in connection with important works in Ireland.

38084. Will you give some instances?—The last instance is the bridge across the Lee. The Cork County Council, the City of Cork Council, and the Cork Harbour Board, were all in favour of this, and the Great Western Railway Company of England were to supply the money. In spite of all that they had to come across to England at very considerable cost to get permission to make a bridge across the Lee.

38085. Has the bridge now been made?—No; they are just acquiring the land at present.

The scheme for the Lee Bridge in Cork.

38086. Then they got the powers?—Yes, the Act of Parliament is passed. But here were these three bodies, with a combined income amounting to about half a million of money a year, all agreeing to this scheme, and I think they should have had power to make this bridge themselves without asking permission of Parliament to do it.

38087. You think they should have been able to do it without obtaining an Act of Parliament?—Without requiring an Act of Parliament.

38088. I think the general experience is that all large works require statutory powers to enable the scheme to be carried out, and a great many different interests have to be consulted?—The interests are purely local.

38089. Were there no opponents?—No, except the three schemes.

Suggestion that the Cork, Bandon and South Coast Railway Company should work all the Cork railways south of the river Lee.

38090. Have you anything else to say on that?—Not on that. I think the Cork and Bandon Company ought to work and manage all the railways south of the Lee.

38091. You would be in favour of amalgamating all those railways with the Cork and Bandon Company?—Yes, including the Donoughmore line.

38092. Which has no physical connection?—At present. There is about one and a quarter miles between them and the Macroom line, and if the Macroom line were linked up—there is only about thirty-six feet between it and the Cork and Bandon line—the people in the Blarney district could go direct into the Cork and Bandon station, and go direct to any part of Ireland.

38093. You draw attention in your abstract of evidence to the management expenses of the different branches connected with the Cork and Bandon line?—Yes. The management expenses come to about £1,000 a year.

38094. I think your argument is that that could be saved if these lines were amalgamated?—A great part of it could.

38095. Are you of opinion that a tribunal should be established in Ireland with power to settle disputes between railway companies and traders?—I thin so, one that would be more "come-at-able" than the present.

38096. Instead of the Railway and Canal Commission?—Yes.

38097. Have you thought out what the nature of that tribunal should be, and what powers it should have?—I think the county court judge at quarter sessions should in the first instance have power to deal with these matters, and from him I would give an appeal to assizes, the two judges at assizes to decide the matter.

38098. Do you not think that in a dispute with a railway company, the railway company would carry the case through all the courts up to the highest, in which case there would be large expense?—Practically there is only one appeal from the quarter sessions, so I am told, and that is to the King's Bench.

38099. You know that the great expense of all these legal proceedings is the fees of counsel?—Yes, I believe so.

38100. Which would be the same whatever the court was?—I do not know that the local fees are as heavy as those in Dublin.

38101. Then, you have something to say about the distribution of dividends?—Yes. In the present state of the law the County Council sends one paying order for the total amount of the guaranteed interest each half year to each company. The companies do not get a penny towards the cost of distributing the dividends, or to pay for a secretary, or for offices, and consequently they have to make a deduction from each shareholder to meet these expenses. On the Ballinascarthy, Timoleague, and Courtmacsherry Light Railway it costs us about £35 a year to do this, and the cost is evenly distributed amongst the shareholders.

38102. What about taxation; is it higher or lower than it was in the time of the Grand Jury?—It is lower.

38103. Do you attribute that to the more efficient working of the County Council?—I do.

Mr. Timothy J. Canty, J.P., Representative of the Cork County Council.

38104. You think that the establishment of County Councils in the place of the Grand Juries has generally been an advantage?—It has been in Cork, at all events.

38105. On the general question, are you in favour of the nationalisation of the Irish railways?—I am.

38106. What sort of control would you like to see established over them?—It would depend on who was to supply the money. If it is to be charged on the Irish rates and the Irish people are to be responsible for it, I would give the management to the Irish people themselves.

38107. You think that there would be no difficulty in raising the necessary money on Irish credit?—That is rather a big question, but there ought not to be. The Ballinascarthy, Timoleague, and Courtmacsherry Light Railway £5 shares, for instance, are now standing at 6⅞ or 6½.

38108A. But that is a small affair compared with the great railway system of Ireland, is it not?—It is.

38109. You do not wish to come to the Treasury or the Imperial Government, and ask them for money, you would rather raise it in Ireland?—I would raise it in Ireland if I could. I do not know whether the Irish people would subscribe it or not, but if the railways were under one management in Dublin the expenses of running them would be less, and if they have been able to pay 3½ per cent. for the last ten years they ought to be able to pay more if they were under one management.

38110. You are distinctly in favour of an Irish authority managing the lines?—If it is charged on Irish rates.

38111. But if the money was raised on the credit of the Imperial Government the control should be with the Imperial Government?—I think Irishmen should have something to say to it.

Examined by Mr. Sexton.

38112. You are here, I believe, as the representative of the County Council of Cork?—Yes.

38113. Is it very important for the welfare of Ireland that the export rates from Ireland should be reduced so as to put the Irish exporter on a level with the Continental exporter to England?—Certainly.

38114. Is it also important from another point of view that the inland rates should be put upon a fairer level with the import rates from England, so that the Irish manufacturer may have a chance?—Oh, he is handicapped at present.

38115. That being so important, in fact vital, would it not be very material that the authority having the control of the Irish lines should be an Irish authority if they were to settle what the rates should be in future?—They should have a predominant voice.

38116. And also, as the profits from year to year hereafter should be available for the further reduction of rates and for Irish public benefit, they should be administered by an Irish authority?—I think that that would be the best solution of the question.

38117. You said something about the sort of control being dependent on who supplied the money. Suppose it were arranged that the Treasury should lend to an Irish authority the money necessary to pay off such shareholders as might not be willing to accept the stock of the united Irish lines, and that the Irish authority gave the security of the Irish railway revenues and the security of the rates and of any other resources at their disposal, and that such security was accepted as satisfactory, should not the lines then be vested in the Irish authority as the owner?—Certainly.

38118. Unless the lines are vested in an Irish authority, Ireland will have no security that the proper reductions will be made in the rates or that the profits from the lines will be available for Irish purposes?—If the English had control some of the money would go to England for all we know.

38119. If the Imperial Government owned the lines a hard-up Chancellor of the Exchequer might seize the profits on the Irish lines for British uses?—Yes.

38120. Do you think it would be indispensable for the protection of Ireland that the authority should be an Irish authority, owning and administering the lines?—It ought to be.

38121. You have spoken of the cost entailed by having to come to London to get the construction of the bridge over the Lee at Cork legalised or sanctioned. I gather from what you said that you think Ireland suffers a good deal of loss through having to come to London to transact these details of local business?—I have no experience except that of the Cork line.

38122. You have found that experience quite enough to convince you that the method is a bad one?—That it is a bad one.

38123. And you think that any Irish authority having control of the Irish lines ought to have power to sanction lines and works?—I think so.

38124. Assuming financial responsibility?—Certainly. It is an extraordinary thing that two or three gentlemen on a House of Commons Committee, who perhaps never saw Cork, and who would not take the same interest in the matter as Cork people, should have the power of saying whether or not a line should be made.

38125. The Irish people, generally, are of opinion that their business would be better done in Ireland than in England?—My own part are, at any rate.

38126. And as the whole is greater than the part, so that if it is desirable that the whole should be done in Ireland it would be desirable that this part should be done in Ireland?—That part would be better done in Ireland than in England.

38127. Do you consider that a good deal of the cost of Irish railways and a good deal of their capital of £40,000,000 sterling, are due to the fact that from the beginning people have had to come to London for the passing of every Irish Railway Act, and that the tendency has been to raise all expenditure—for Parliamentary costs and soforth—up to the British level?—Here is an instance. There are, roughly, 60 miles of railway between Cork and Skibbereen, and it took ten Acts of Parliament to construct that much of line.

38128. How many miles?—From 56 to 60.

38129. An average of only six miles per Act of Parliament?—Yes. There are 64 miles altogether.

38130. Now, consider for a moment: for the last 60 years everybody concerned has had to come to London and run the gauntlet of the two Houses and two Committees to get an Act to construct a piece of railway, and the effect has been to impose upon Ireland the British scale of Parliamentary counsel's fees and other Parliamentary expenditure. Would you say that the consequence must have been that a very large proportion of the £40,000,000 capital was raised to defray such expenditure?—A great deal of it must have been.

38131. Do you not consider that this fact imposes upon the Imperial Legislature a special responsibility to make some reform in the system of Irish railways appropriate to the needs of Ireland?—Yes.

38132. And to relieve, as far as possible, the effect of the pressure of that large capital?—I believe so.

38133. It is because the capital is so large that the companies say they cannot make any reduction in the rates; and you say the capital is so large because of expenses incurred in London?—A great part of it may be traced to that.

38134. It is suggested here that there is something useful to the public in competition between the present Irish railways. Is there any competition in rates? Does one company offer to do any service for a lower sum than another?—I have no experience except in Cork, and there is no competition there.

38135. There may be competition in facilities; they struggle with each other for fragments of traffic, but that, while it means more expense in the working of the lines, does little benefit to the public?—There is no competition; we have only one company in my part of the world.

38136. If there are three or four companies struggling to get the same traffic for conveyance by their several routes, what benefit does that do to the public, if the rates are not lowered? Suppose they agree upon a rate, and then struggle which route shall have the traffic, what benefit is that to the public?—I do not think they get very much of it. Shall I give one instance of the effect of reducing rates? During the two years of the Cork Exhibition the Cork and Bandon Railway Company gave very low rates indeed. If twenty people went up to the station-master in Clonakilty while the Exhibition was on and paid 1*s.* 6*d.* each, these twenty people could get 3rd class tickets to Cork for a total of 30*s.*, the usual price being £5. That system prevailed over the whole of the Cork and

The present arrangement as to Parliamentary sanction for railways, etc., condemned as bad.

The capital of the Irish railways greatly inflated by heavy Parliamentary expenses in promotion.

Ten Acts of Parliament obtained for the sixty miles between Cork and Skibbereen.

A responsibility resting with the Imperial Legislature to relieve the Irish railways somewhat of the pressure of their large capital.

The present competition between the railway companies of no real benefit to the public.

The good financial result of a temporary reduction of fares on the Cork and Bandon line

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Mr. Timothy J. Canty, J.P., Representative of the Cork County Council.

Bandon Railway for the two years the Exhibition was running, and the receipts went up about £2,000 or £3,000. When the Exhibition closed, and the ordinary rates were resumed, the receipts dropped again by that amount. I am confident that eight out of every ten that went with cheap tickets would not go now. Outside the railway station a man going up by the morning train would stop; he would meet another man, and ask him, "Are you going to Cork?" If the man said "Yes," he would tell him to wait at the corner. In that way he would collect twenty men, and then go to the station-master and hand him 30*s.* for the twenty tickets, whereas if each man had gone separately the amount would have been £5, the ordinary fare being 5*s.*

The necessity for a substantial reduction in passenger fares in Ireland if traffic is to be fully developed.

38137. What inference do you draw?—None, except that when the return ticket was 1*s.* 6*d.* instead of 5*s.* the receipts over the whole line were between £2,000 and £3,000 a year more, and when the cheap fares were discontinued the receipts dropped.

38138. *Sir H. Jekyll.*—Do you know anything about the working expenses during the same period?—There were more working expenses during the period of the Exhibition, because the men had to work extra hours and were paid for it.

38139. Was the net profit to the company larger, do you know?—I think it was. The net profit was a good deal more, I think, speaking from memory.

The reluctance of railway managers to experiment in this direction.

38140. *Mr. Sexton.*—Do you think that a reduction of fares generally would tend to produce a development of traffic?—I have no doubt about it.

38141. But the railway companies, wanting each half-year to be as good as the last, will not lower fares or rates, and wait for the profit by development?—I was speaking to a manager, and he said, "I would be delighted to do it, but if it failed I would be ruined, and I am afraid to try it."

38142. The only way to get such a waiting policy wisely adopted would be through the public management of the lines, would it not?—I think that would be the best way to do it.

38143. You are confident that cheap fares would lead to greater profit?—Take the Courtmacsherry line; it is about 36 miles from Cork, and they give excursion tickets at ¼*d.* a mile, and they are crowded.

38144. When you compare our 1*d.* a mile with the means of the Irish labourer after he has provided for his family, or of the small occupier, does it not appear to you that there is a great disparity between that means and the fare of a penny a mile?—He cannot afford it.

38145. Let us say it was a halfpenny a mile; do you not think there might be four or five times the amount of travelling?—I think so.

The probability of greater benefits arising from unified railway control than from the present system of competition.

38146. Do you consider there is anything in this so-called competition between railway companies, not in rates, but in facilities by different routes; is there anything in it which you can for a moment compare with the public benefit of reduction of rates and fair play to all localities?—I think if they were all put on a common basis it would be better for the companies, there would be give and take between the lines north and south, it would bring the people together, and it would be for the good of Ireland everywhere.

38147. A railway authority should act impartially between different places as far as possible?—Yes.

Examined by Colonel Hutcheson Poë.

Proposed extension of powers to local bodies to carry out works without recourse to Parliament.

38148. With regard to the discretionary powers which you would give to important local authorities, such as the Cork Corporation or Harbour Board, in the matter of the construction of railways, would you be in favour of giving such bodies absolute control, or should it be subject to some superior authority in the case of opposition?—In this case they were not asked to subscribe a penny.

38149. I gather that you think that these three important bodies might have been given fuller powers to deal with that particular railway?—There is no rate paid for it. The Great Western supplied the money; and all that was wanted was permission to make the bridge.

38150. Would you give such bodies absolute discretionary powers to say whether the line was to be built or not, taking all discretionary power away from any higher authority?—The Board of Trade would regulate whether the line was safe or not.

38151. I am not talking about the safety of the line. You object to the expense incurred by local authorities in coming over here to get permission to construct a line and so on, and I gather from your abstract of evidence that you would be in favour of allowing important local bodies to decide such a question for themselves?—In a question similar to that of making a bridge across the Lee I would, and for making light railways, and I believe that if, say, the City Council, the County Council and the Harbour Board recommended and promoted a Bill, the Privy Council in Dublin might have power to deal with it. Railways are for local benefit, and the local people are the best judges of them.

38152. In all these cases there is a considerable amount of local opposition?—There is.

38153. Would you be prepared to say that if the local authorities in a particular district, in the exercise of their discretion, thought that that opposition was not worthy of consideration they should have power to say, "We are satisfied that the opposition need not be entertained," would you let them have the last word?—No; these people would have an opportunity of giving expression to their views at home; they need not come across the water to do it.

38154. You would allow them to come to Dublin, but you wish to avoid the expense of coming to London?—Yes. The railway in Clonakilty is on the side of a hill. On the plans submitted to the Railway Commission, or whatever the tribunal was, there were certain lines of deviation. It happened that the lines of deviation in this case extended to a level where a horse could draw a ton weight; they went to the other extreme that put us on the top of the hill, a most "uncomeatable" place. If the Bill had been promoted in Cork the local people would have objected to it, but it came across to London, and was allowed.

38155. But the Board of Works would have something to say to that?—But the local people ought to.

38156. But the people responsible for the proper engineering construction of the line would be the Board of Works; their engineer has to be satisfied as to the plans prepared by the local authority; it is not the Board of Trade?—But the Board of Trade had it in 1870.

38157. We need not argue the point as to the responsibility. You think that under the system which has prevailed in the past the responsibility has not been very efficiently discharged?—I think it is too expensive; the amount of money paid for Parliamentary expenses for making railways is too high.

38158. I see you give a list of the baronial guaranteed railways in the County of Cork?—I got that from the Secretary to the County Council.

38159. Do I understand that in respect of the first system (the Ilen Valley Railway) the sums which the guaranteeing area had to pay for a considerable time are now being gradually refunded out of profits?—No. In the case of the Clonakilty line they cannot be refunded until the ordinary shareholders get five per cent.

38160. But in respect of that line, the Clonakilty Extension Railway, you say that a sum of £5,031 4*s.* 10*d.* has been paid by the county, but the line is no longer a source of any expense?—That £5,000 will not be paid until the ordinary shareholders get five per cent. on their money.

38161. So that there is very little probability of the barony getting back any portion of the £5,000?—I do not think they will get a penny.

38162. Now, with regard to the Ilen Valley Railway. The county was liable for £2,650 a year, but you say that for some years past the line has been earning more than the guaranteed interest, and the company has been refunding portion of the money paid by the county. What proportion has been paid back?—I could not tell you; that is all the information I have.

38163. It was opened 30 years ago. How long have they been paying back any portion?—About seven or eight years.

38164. And the guarantee expires in six years?—Yes.

38165. In respect of that line, is there any probability of the line getting back anything?—I think it will be all paid back.

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38166. Now we come to the Bantry Extension Railway. That guarantee also is for thirty-five years, and the county is liable for £2,000 a year in respect of it. I see that with the exception of 1902 and 1906 you have had to pay the full amount year by year?—Yes.

38167. With regard to the Kanturk and Newmarket Railway, I understand that for thirteen years you were paying £2,000 a year?—That is outside my district altogether.

38168. It was originally five per cent. on £40,000, that is £2,000. It was five per cent. until 1901?—It has since been reduced to four per cent.; the line was taken over by the Great Southern and Western.

38169. In respect of that you were paying £2,000 a year for thirteen years?—Mr. O'Callaghan will speak as to that.

38170. You are now paying £1,600 a year?—Perhaps you will get that from Mr. O'Callaghan.

38171. You do not deal with any of these other items?—No. There is one other matter I would like to mention. West Cork is a brown-stone, or shale, country, and the farmers, now that they have the land in their own hands, are anxious to improve it. Lime is very badly wanted for the improvement of the land, and they believe that the lime they get at Castlemore suits their land better than the lime sold in Cork City. Castlemore is on the Macroom line, and if the Macroom line was linked up with the Cork and Bandon line—they are only separated by about thirty feet—the lime could be delivered at stations on the South Coast Railway in South and South West Cork at an average of about 1*s.* 6*d.* per barrel. But the Macroom Company will not do that; they say that if they link up, the traffic will go over to the Cork and Bandon station. But this will allow the Bandon rail to be put next their rail, so that the lime can be shovelled from the Macroom Company's truck into the Cork and Bandon Company's truck. I think there should be some power to compel these companies to come to some understanding in a matter like that. It is very hard for any county to develop itself when handicapped in that fashion.

38172. *Sir H. Jekyll.*—You mean that without any physical connection between the lines, they can be put so close, that the lime can be shovelled from a truck on one line into a truck on the other?—Yes.

38173. *Colonel Hutcheson Poë.*—You propose that the County Council should distribute the dividends?—Yes.

38174. You would like to see that done?—Yes; it would save expense.

38175. I do not hold any shares in this particular light railway, but I do in others, and there is nothing stopped from my dividends?—I will tell you what has happened. On one of the railways—I will not mention the name—the directors used to keep back the dividend for three or four months, and invest it in some stock—but not to put money in their pockets.

Proposal that the County Councils should distribute the dividends of baronial guaranteed lines.

38176. *Mr. Sexton.*—I hope they did not lose it?—They were very good for three years, but in the fourth year they dropped £50.

38177. *Colonel Hutcheson Poë.*—And that was paid by the shareholders, I suppose?—The auditor was asked to certify the accounts, and he would not, so they came to this conclusion. They sent a circular to the shareholders saying, "If you consent to have this amount deducted *pro rata* you will get your cheque; if you do not consent you will have to wait for it." They consented, and the £50 was gone.

38178. And what happened when they made a profit out of the transaction?—When they were fortunate in making a profit it went to the payment of the expense.

38179. Did the shareholders get anything extra?—No; it went to pay the expenses of the distribution. I am chairman of one company, but we do not get a penny for the trouble of this distribution. We do not want it, but we think the shareholders or the people who have subscribed the money are entitled to what they were promised without these deductions for expenses. It would cost the County Council nothing.

Inconvenience and cost of existing arrangement.

38180. I should have thought that it would entail a considerable amount of expense to the County Council?—Including the Secretary's salary for keeping the transfer book, it costs us £35 for stamps and all the rest of it.

38181. *Mr. Sexton.*—For the two lines that you work?—Yes.

38182. Do you think that that would be entirely saved if you handed the distribution of the dividends over to the County Council?—Less the stamp duty.

38183. *Colonel Hutcheson Poë.*—I think that if the County Councils are asked to undertake the distribution of the dividends they will ask for an increased staff?—That is not my experience.

38184. *Mr. Sexton.*—When a light railway is owned by one company and worked by another, do the secretary and officers of the owning company do anything except distribute the dividends?—No; they are simply distributors of the dividends. They have nothing to say to the line. That is when the line does not pay.

The Secretary.—The County Secretary is auditor for the County Council for all these guaranteed light railways in Cork, and therefore the County Secretary necessarily does as much work as would enable him to distribute the dividends if the County Council had power to do it.

Mr. Cornelius O'Callaghan, J.P., examined by Sir Herbert Jekyll (in the Chair).

Mr. Cornelius O'Callaghan, J.P., Representative of the Cork County Council.

38185. Mr. O'Callaghan, you are a Justice of the Peace?—Yes.

38186. And Vice-Chairman of the Cork County Council?—Yes.

38187. You have heard the evidence given by Mr. Canty?—I have.

38188. Do you agree with what he said generally?—Thoroughly.

38189. But you have some other points of your own which you wish to bring forward?—Yes.

38190. I understand that you are not satisfied with the present system of management of the Irish railways?—No.

38191. Have you anything particular to say about passenger fares and freights on goods and cattle?—Yes. With regard to rates, I wish to deal practically with the case of the Kanturk and Newmarket Railway.

38192. Where does that line start?—The line starts at Banteer, at a junction station on the Great Southern system.

38193. That is on the Killarney branch, is it not?—Yes.

38194. What is the length of the railway?—About eight and a half miles.

38195. How was the capital raised?—There was a guarantee of 5 per cent. on a capital of £40,000, to be charged on that portion of the Kanturk Union in the barony of Duhallow. That is a perpetual guarantee of 5 per cent. on the Kanturk Union.

38196. Charged on a limited area, not on the whole barony?—Not on the barony, but on the area of the Kanturk rural district.

38197. A company was formed, was it not?—Yes, in August, 1887, and I believe it was the contractor that took all the shares.

38198. The contractor took all the shares—was the contractor the promoter?—It was the contractor, Mr. Worthington.

38199. Was there any representation of the ratepayers on the board of directors?—No.

The Kanturk and Newmarket railway—Its promotion, location capital area of guarantee, &c.

38200. Who were the board of directors?—They were people nominated by the contractor and promoter. I may say that it excited much hostility at the time in the Kanturk district. When the company promoter went in the first instance to the Grand Jury, they were led away by plausible phrases as to the benefit the county would obtain, and the amount of labour that would be employed, and on the strength of that the associated cesspayers, who were only nominated on the Grand Jury from time to time, gave a partial guarantee which was subsequently confirmed.

38201. The contractor came along and persuaded

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the Grand Jury that it would be an excellent thing for the county to build this line?—Yes.

38202. And the Grand Jury fell in with that view and gave a guarantee?—Yes.

38203. And now the ratepayers are saddled with the guarantee?—Yes. In fact, the County Council, in 1889, got a perpetual guarantee of five per cent. on £40,000.

Kanturk and Newmarket Railway—The baronial guarantee.

38204. Does the Treasury make a contribution?—No.

38205. *Colonel Hutcheson Poë.*—Was the capital found locally?—It was found by the promoter, the contractor; it was on the strength of the guarantee that the capital was found.

38206. Do you know if any of it was subscribed locally by the people in the district?—I enquired and could not find out. I heard that some of it was owned by the solicitor of the promoters, but I could get no information upon that point.

38207. The capital was really held by persons interested in making the line?—Yes. The letter of the then Chairman of the Kanturk Board of Guardians, which is on pages four and five of my abstract of evidence, explains the matter very fully.

Date of opening.

38208. *Sir Herbert Jekyll.*—The line was opened on April 1st, 1887?—Yes, and the Grand Jury commenced to pay the guarantee in 1889.

Appointment of arbitrators and their duties.

38209. The 13th Section of the Act provides for the appointment of three arbitrators, does it not?—Yes.

38210. What were the arbitrators to do?—To look into the working and into the accounts, I believe. As far as I could glean at the time, no definite information was forthcoming, and they really did not know how the thing stood. One of the arbitrators happened to be the County Surveyor of the County Cork, and he was at sea on the point.

38211. What were they appointed to do?—To look into the working, into the accounts, and ascertain how the capital was obtained.

Report of Mr. John G. M'Carthy, auditor to the Grand Jury of Cork in 1891 on its then financial condition.

38212. *Mr. Sexton.*—To scrutinise the accounts?—Yes. The accounts were scrutinised by a very capable man, who happened to be the Treasurer of the Grand Jury, Mr. John George M'Carthy, the auditor, in his report to the Grand Jury at the Spring Session of 1890—which appears on page six of my abstract of evidence—explains the whole situation very fully.

His opinion that the proposed working agreement with the Great Southern and Western Railway Company was unfair to the guarantors.

38213. Unless you tell us the substance of it orally, it will not appear on the Notes?—Then perhaps I might just read it:—"In my report to the Grand Jury at Spring Assizes, 1890, I showed that for the previous half-year there was a loss of £2 0*s.* 10*d.* per mile per week on the working of the above railway. In the month of October last a prospectus was issued, offering to the public by the Directors, on behalf of the contractor, 4,000 Five per Cent. Perpetual Baronial Guaranteed Shares of £10 each, at £11 each, and £15,000 worth of Debenture Stock in sums of £100 each, at £110. In said Prospectus, the following paragraphs appear:—'The Great Southern and Western Railway Company are so satisfied with the construction of this line and its earnings since it was opened for traffic, that they propose to work the line for ninety-nine years at £4 per mile per week, and one-fourth of the receipts over that amount. This arrangement will, as stated by the Chairman of the Kanturk and Newmarket Company at the half-yearly meeting, not alone ensure the payment of five per cent. on the Debenture Stock, but also have a balance to go to the credit of the barony in relief of the guarantee. Interest—Five per cent. per annum interest is in perpetuity guaranteed by Act of Parliament on the Guaranteed Shares, while the line is open for traffic, which is secured by the agreement with the Great Southern and Western Railway Company above referred to. This interest is payable out of the rates, and is chargeable on that portion of the Union of Kanturk, situated in the barony of Duhallow and County of Cork, including the towns of Kanturk and Newmarket, with a Government valuation of over £64,000. The receipts of this line now, after deducting the amount payable to the Great Southern and Western Railway Company, for working and all other expenses, leaves a profit, not only sufficient to pay five per cent. interest on the Debenture Stock, but to carry forward a substantial margin to the credit of the Guaranteeing Baronies. According to the accounts of the Company for the half-year ended 31st December last, there has been a loss on the half-year's working of £416 0*s.* 2*d.*, equal to £1 16*s.* 6*d.* per mile per week. The Directors in their report to the shareholders for the half-yearly meeting to be held in Dublin, on the 19th instant, express their regret that the working agreement with the Great Southern and Western Railway Company has not yet been finally approved of by that Company, although every effort has been made on the part of the Directors to have the matter closed; however, negotiations are still pending, and the Directors will not relax their efforts to have the agreement perfected with as little delay as possible.' This is quite at variance with the statements in the Prospectus, which apparently was issued with the sanction of the Directors. The guarantee given by the Grand Jury of five per cent. on £40,000, and which is referred to in sections 12 and 13 of the Act, 50 and 51 Vic., only holds good while the line is working when open for traffic. The line was opened for traffic on 1st April, 1889, and between that date and the 31st December, 1890, the liability of the ratepayers has been £3,500, besides which there is now a debit balance on the net revenue account of £2,842 1*s.* 3*d.*, both sums amounting to £6,342 1*s.* 3*d.*, being the amount necessary to pay interest at the rate of five per cent. on £20,000 Debenture and on £40,000 Guaranteed Shares for the very short period of one year and nine months. The Directors have considered it necessary to curtail train service, so as to reduce the expenditure under the head of locomotive power. Clearly, it would be a decided saving to many of the ratepayers if the Directors went further and closed the line altogether for traffic, as thereby the ratepayers would be relieved of the very large sum of £2,000 a year. In future, when Grand Juries approve of giving guarantees, too much care cannot be taken to safeguard the interests of the ratepayers. In this case, neither the Grand Jury nor the ratepayers have any voice in the election of the Directors, the consequence being that the affairs of the Company are controlled by a Board, the greater number of whom are located in Dublin, to which place the officers and Secretary have been transferred.—JOHN G. MCCARTHY, Auditor Cork, 13th March, 1891."

38214. *Sir H. Jekyll.*—The effect of this transaction is that there is a heavy burden laid upon the ratepayers; do you know what it amounts to?—At the time of the amalgamation with the Great Southern in 1900 the Cork County Council opposed amalgamation; I am sorry Mr. Acworth is not here; he was our counsel at the time, and very good service he gave us; we got the guarantee reduced from five to four per cent., thereby reducing the amount from £2,000 to £1,600, which we pay still.

38215. What does it amount to in the pound?—It varies from 5*d.* to 7*d.*

38215A. Are there any prospects of improvement in that line likely to reduce the liability of the barony?—I should think there is if the line was extended—if there was a connection made to Newcastle in County Limerick.

38216. That would entail raising fresh capital?—Yes, but it is too short to pay by itself. If it joined the Great Southern system it would open a very extensive country.

38217. What sort of country is it in between?—There are fine limestone quarries at Meelin.

38218. Is there any population in the district?—Yes, but the land is not too good.

38219. Is there any probability of trade being developed there at all?—I would not say there is very much.

38220. It is a considerable length of line to make, and it would require some trade to justify the expense of making the line?—At the same time the country is not served by any railway.

38221. To come to the general question, have you any views as to the best arrangement to be made for the administration of Irish railways generally?—May I just say what the ratepayers of the district receive for this enormous tax? First of all, if you

want to go to London *via* Dublin from Kanturk you must wait until you go to Banteer to get a through ticket. That is on the main line.

38222. There is no through booking from Kanturk?—No, not *via* Dublin; but if you go *via* Rosslare you can book from Kanturk. The connection *via* Fishguard is no benefit to the country; it may be as regards facilities, but it is not as regards competition or rates.

38223. *Mr. Sexton.*—If you go to England *via* Rosslare they will give you a through ticket from Kanturk; but if you wish to go *via* Dublin they will not?—*Via* Dublin they will not.

38224. *Colonel Hutcheson Poë.*—But that does not apply since the judgment of the Railway Commission does it?—They are bound to give through rates by virtue of that judgment. Have you tried to get a ticket since that judgment was delivered?—No.

38225. *Sir H. Jekyll.*—You are able to book through from Banteer?—Yes.

38226. And you have to change in any case at Banteer?—Yes.

38227. Then is the want of through booking any great inconvenience?—Not too much.

38228. You have to change at Banteer anyway?—Yes. Besides that, the train service on the Kanturk-Newmarket line is very bad; it is not at all for the benefit of the people. North of Mallow you cannot get into Newmarket before two o'clock in the day.

38229. Is that on account of the bad connection at Mallow?—Yes.

38230. Is there anything else you wish to say about the Newmarket line?—No.

38231. Have you any observations you wish to make with regard to the Cork and Macroom line?—With regard to that question, I think there should be connection at Capwell station with the Cork and Bandon Railway. I might mention that since the Land Purchase Act came into operation great efforts have been made by the people in Cork County to improve the land, and they are very anxious to move lime from different parts of the county in their district. But this facility cannot be afforded by the railway company on account of this disconnection with the Cork and Macroom line.

38232. What you complain of is the want of connection of the different lines at Cork?—Yes.

38233. They all come into their own terminal stations?—Yes. Even the bridging of the Lee will be of no advantage to the people on the Macroom line, who, I may say, are most industrious, and raise the very best breeds of cattle, horses, sheep, and pigs, which nearly all come through Cork, unless this connection with the Cork and Bandon Railway is made, and I believe three pairs of rails would make the necessary connection.

38234. Are any steps being taken by the railway companies to make the connection?—I can only speak from hearsay, but I heard that the Macroom Company are sitting tight.

38235. Are they favourable to the connection or opposed to it?—At present they are opposed to it; it is a question of time, I should think.

38236. You would like to see them compelled to make the connection?—Yes; I should very much like to see it.

38237. What is the remedy for all this that you would be in favour of?—In the first place I would be in favour of the nationalisation of the railways.

38238. Of all the railways in Ireland?—Yes. I think they should be the property of the country. Private enterprise has tried long enough, and has been found wanting.

38239. How do you propose that that operation should be carried out?—The task ought not to present any difficulties, as the present holders of the Irish railway stock, which is about £40,000,000, would, I am sure, take an exchange of Government railway stock bearing interest at from 3 to 3½ per cent., and as the average dividends paid to the shareholders have been about the latter figure, no possible loss could come to the State by the purchase.

38240. Do you think it is likely that so far from there being an actual loss there would be a considerable gain?—I am sure there should be a gain. My reason for stating so is that you have so many boards, so many traffic managers, that relief in the establishment charges would redound to the general good.

38241. You would recommend the establishment of an Irish board to manage the railways?—I would.

38242. You want to keep clear of the Imperial Government altogether?—I am not so fond of the Imperial Government, so far as dealing with Irish money is concerned.

38243. Supposing any loss occurred, how would you provide for that? Would you make the local rates responsible for any deficiency?—No. As I do not anticipate any loss, I would not object to have a clause inserted in the nationalisation Bill for making the local rates responsible for any deficiency, provided also that it was made a condition that the surplus earnings should be applied to the local rates according to the valuation of each county, nor would I object to have the application and allocation of the profits left to the discretion of the Railway Board for the improvement of congested districts.

38244. Perhaps it is hardly necessary to go into such detail?—I took the trouble to go into it for your information. Cork County is a large and rich county, but at the same time there are three or four congested areas within it, and these congested areas are paying big railway guarantees. In fact they are paying too much already, and any increase we may make in the richer portion of the county I am in favour of going to the relief of these poorer districts.

38245. You have given particulars of the baronial guaranteed railways; are they all in the County of Cork?—Yes.

Anticipations as to economies consequent on nationalisation of the Irish railways.

The administration of the railway by an Irish authority free from the Imperial Government control suggested.

The liability of the local rates for deficiencies in revenue unobjectionable.

Examined by Mr. Sexton.

38246. You are at one with Mr. Canty on the general question?—Yes.

38247. And you both speak for the County Council as a whole?—Yes, for the County Council as a whole.

38248. And generally for the county?—Yes, for the elected mind.

38249. You know the main reasons for the pressure which exists for a change in the railway system?—Yes.

38250. They are that the Irish producer is at a disadvantage in the British market, and that the Irish manufacturer is at a disadvantage as against imported goods?—Yes.

38251. So that whether we look at it from the agricultural or from the general industrial point of view, it is equally important?—Yes. We are hit by this system of through rates without any corresponding advantage.

38252. The country has been brought very low by laws and arrangements, and you think it is time that by laws and arrangements some improvement was made?—Nearly time.

38253. So that something might be done to undo the evils which have been brought about?—Yes.

38254. The indispensable thing apparently is that the savings which might be made by the application of the public credit to the purchase of these lines, and by united working, should be placed in Irish hands for Irish uses?—I should think so.

38255. You agree that if the Imperial Government bought the lines there would be danger that any profits that accrued might be used for Imperial purposes?—I would prefer that the lines should stop as they are rather than that the Imperial Government should have complete control over them.

38256. That is a strong expression, but I am not surprised that you should use it?—I do say so, because I know how keen Englishmen are in money matters, and they would use it for the interests of their own country.

38257. Do you think that most of the community in Ireland would be very doubtful of any resulting benefit if the railways were imperially owned and administered?—I think the public mind would be perfectly hostile to it.

38258. Therefore you would say that if there is any sincere desire to do any good for Ireland, let the question be approached in the only way that Ireland can accept?—Yes, an Irish authority.

38259. Vesting the lines in an Irish authority?—Of course subject to the Imperial control.

38260. What do you say to this:—Why should not an Irish representative authority borrow from the Treasury, or, if it cannot borrow from the Treasury,

The Cork County Council unanimous in the recommendations for nationalisation &c.

A revision of the railway rates necessary if industries are to be developed.

Any surplus profits arising from unified railway working to be applied to Irish uses exclusively.

Control of the railways by an Irish authority an essential in any scheme of reform.

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Mr. Cornelius O'Callaghan, J.P., Representative of the Cork County Council.

borrow on the security of the railways and of the rates; either way, why should not the authority which borrows the money and accepts the responsibility for repayment own the lines?—Why not.

38261. You say that the lines should be vested in an Irish authority, that such authority should have power to appropriate the profits of the lines from year to year for the development of the system and reduction of the rates as circumstances may require?—Yes.

Examined by Colonel Hutcheson Poë.

Failure of the County Cork Grand Jury to supervise the expenditure of the guaranteed capital for the Kanturk and Newmarket railway.

38262. About this Kanturk line. The circumstances under which the line was promoted and, according to your account, financed, seem to be rather remarkable. Do I understand you to say that when the Grand Jury passed the presentment for £40,000 they were so indifferent as to the power given to the contractor and the promoting people that they absolutely abandoned all voice in the supervision of it?—They abandoned it completely.

38263. And did not appoint anyone to represent the ratepayers of the guaranteeing area?—As a matter of fact, my belief is that three or four times they tried to undo the error and they could not.

38264. In the first few years they let the people do just as they liked?—Yes.

38265. I gather that it was on the rosy prospectus that was issued the county came forward and took up the money?—Yes.

38266. Subsequently, when the Great Southern and Western came into the question, you say that they took it over and took over the £40,000 of guaranteed capital and also £20,000 of debentures?—Yes.

The Great Southern and Western Railway Company's connection with the Newmarket line.

Reduction of the guaranteed interest from 5 to 4 per cent.

38267. I do not understand that part of it. They did not create a debenture charge; at any rate, there was no guarantee in regard to the debenture charge?—At that time we opposed the Amalgamation Bill of the Waterford and Limerick in 1900. Our county was the only southern county that opposed amalgamation, and we opposed it on account of the Kanturk and Newmarket Railway, and the treatment we received in that portion of the county from the Great Southern. In order to placate us in some way they said they would reduce the guarantee from £2,000 to £1,600, from 5 per cent. to 4 per cent.

38268. But the guaranteeing area was never responsible for more than the guaranteed interest on the £40,000?—No.

38269. They were never responsible for the debenture charge, whatever it was; but at any rate for some twelve years you paid £2,000, and subsequently to the Amalgamation Act, £1,600?—Yes.

38270. You refer in your abstract of evidence to some agreement. In the prospectus the promoters pointed out that "the Great Southern and Western Railway Company are so satisfied with the construction of this line and its earnings since it was opened for traffic, that they propose to work the line for ninety-nine years at £4 per mile per week and one-fourth of the receipts over that amount"; and subsequently the directors expressed their regret that the agreement with the Great Southern and Western had not been completed?—Yes.

Purchase of the line by the Great Southern and Western Company.

38271. Was it ever completed? I am not aware that it was.

38272. You do not know on what terms the Great Southern and Western took the line over?—No. I would be very glad if that could be explained by Mr. Barrington.

Mr. Croker Barrington, Solicitor.—We purchased the line. For a long period there were not any profits. Ultimately the Great Southern purchased it. I think the sum we paid was £60,000, including the guaranteed capital and debentures, and this gentleman has correctly stated what subsequently occurred.

Colonel Hutcheson Poë.—The guaranteeing area only paid interest in respect of the £40,000?

Mr. Croker Barrington, Solicitor.—We provided the cash.

Witness.—The line was very badly made by the contractor.

38273. *Colonel Hutcheson Poë.*—I suppose the guaranteeing area was also responsible for any deficit in the working expenses; is not that so?—Yes.

38274. So that not only were they saddled with the £2,000, but with something like £700 or £800 a year in respect of working expenses until the Great Southern and Western took it over?—Yes.

38275. In respect of the Bantry extension you pay £2,000 a year?—Yes.

38276. You have paid that with the exception of a couple of years?—Yes.

38277. You pay in respect of the Kanturk and Newmarket Railway in perpetuity?—Yes.

38278. With respect to the Ballinascarthy, Timoleague, and Courtmacsherry Railway, you are paying in perpetuity?—Yes, £1,750 a year.

38279. And you are liable also for a deficit in that case of something like £700 a year?—Yes.

38280. For the Skull and Skibbereen Light Railway you also have a perpetual guarantee of £1,700?—Yes.

38281. And a deficit of £1,100 a year?—£1,140.

38282. In regard to the Mitchelstown and Fermoy Railway, you are liable for £800 a year, which expires in 1910?—Yes.

38283. Donoughmore Extension Light Railway, £600 a year in perpetuity?—Yes.

38284. The Cork and Muskerry, £850 a year in perpetuity?—Yes.

38285. In other words, Cork County is paying £8,600 a year in annual charges in respect of interest, and £2,000 in respect of deficits; is that so?—That is so; it represents nearly 3*d.* in the pound on the whole valuation.

38286. £11,000 is the annual liability in respect of interest and deficits in working expenses?—Yes. A penny in the pound in Cork County is about £4,130 a year; we are really paying about threepence in the pound.

38287. I should have thought it was more than that. At any rate, you are paying about £11,000 a year in respect of those railways. Have you any representation under existing arrangements on the Great Southern and Western?—No representation at all. It is simply a case of "pay, pay."

38288. The arbitrators are simply appointed by the Board of Trade in the first instance on the application of the Railway Company, and they generally refer the matter to the Board of Works?—Yes.

38289. Have you anything to say about that?—No.

Dr. Thomas Laffan examined by Sir H. Jekyll (in the Chair).

Dr. Thomas Laffan, Representative of the Cashel Urban District Council.

38290. Dr. Laffan, you appear on behalf of the Cashel Urban District Council?—Yes.

38291. And you have some evidence to give as to the system of guarantees, I understand?—I should like to premise by saying that my Council are entirely in favour of amalgamation under a central Irish Board. But assuming that does not take place immediately, we are of opinion that the present system of guarantees requires very considerable amendment.

Nationalisation of the railways and control by a central Irish authority recommended.

A change in the present system of railway guarantees advocated.

38292. You are speaking of baronial guarantees?—Yes. We were certainly a whole generation getting a guarantee ourselves, and we think we were very badly treated that we did not get one long ago. We think there are other railways which could be made with great advantage to Ireland if the local people could only be got to give them. I cannot very much blame the local people, because if the money that is to make them has to come out of a limited area the people may be very well excused if they decline to give guarantees. That is one of the advantages of a central body, which could make a guarantee upon the whole nation.

38293. You are opposed to the whole system of guarantees by limited areas?—Exactly. As a proof of how unjust the present system of guarantees works I may mention the town of Clonmel. That town derives more advantage than any other town or any district served by the line running between Thurles and Clonmel, and it never gave sixpence in the shape of any contribution itself. When we in Cashel were seeking for a guarantee special exemption had to be made of the town of Clonmel in order to secure the guarantee.

38294. Why is that?—That was some few years ago, in 1891, I think.

38295. Why was it left out?—Their opposition would have been fatal to our application, and in order to smooth matters we consented to their being left out. That emphasises the injustice of the system.

38296. What tribunal was it that decided the area?—It was the County Council; but the Grand Juries were just as saving here, and had they been in existence at the time I expect that their view would have been pretty much the same. Special provision must be made for guarantees, which offer the only chance for the making of lines, which are wanted in the interest of the whole nation. One such line, for instance, is that which would open up the Kilkenny and Ballingarry collieries. Such cannot now be made, because the local profits would not warrant local guarantees. Existing guarantees were as a rule obtained under false pretences. The authorities were told that the guarantees would never be asked for. In the outcome they were always asked for.

38297. *Mr. Sexton.*—And often a great deal more than was anticipated?—As much at any rate. If the present system is continued there ought to be some means not only of compelling the local body to give a guarantee, but to spread the guarantee over a large area. I do not see how this is to be done except through a central body. It would be a mere makeshift to have a Judge of Assize do it, but something must be done if a great many small lines which would be of great public advantage are to be made; they cannot be made under the present system.

38298. *Sir H. Jekyll.*—If a small line is made for the exclusive benefit of a limited area, is it not fair that that area should pay for it?—It is; but the expenses may be so considerable that the area would not be able to pay for it. Furthermore, there is no line where the profit would be exclusively confined to the small area. This line in Cashel, for instance, is of considerable advantage to the whole country, and ought to have been made long ago. The sole benefit of the line does not go to the district. A considerable margin goes to the nation at large, and the nation at large ought to pay for it, and the only way in which that can be done is through some central managing body. With regard to the present system of guarantees, there is another matter to be looked at. When the guarantee is given, there is no provision made at all by which the guaranteeing body can have any share in the making of the line or in the subsequent working of it. A little line from Cashel to Goold's Cross was splendidly made as far as a layman can judge, but it cost over £10,000 a mile, an enormous sum as things go nowadays. The length of the line was 5 miles 6 furlongs 8 chains, and the expenditure was nearly £60,000, so that balancing one thing against another, it cost over £10,000 a mile. We cannot understand how it came to cost so much. It may be our ignorance, but we would be very much happier if we knew exactly how the whole thing was managed, how the contract was given, and how the work was carried out. But to either the giving of the contract or the subsequent work we had nothing to say. We sent up our Solicitor and the Town Clerk to one of the arbitrations or audits, and they had to sit in dumb show at the performance; they were coolly told that they might ask any questions, but how could they ask any questions when the book was shut down and they were shut out from any inspection of the accounts. We think that that is a state of things which is rather a strange one. If we have to pay the piper, we ought to have something to say to the tune. We do not know how the money is made out. While I do not find any fault with the Great Southern and Western, we were for a long time kept out of our line; but Lord Derby, who was a Cabinet Minister at the time, got the line to go through his property. We were thirty years without a line, and when we got a line we only got a branch line. The nation at large has suffered from that, because Kingstown and Queenstown are seventeen miles further apart than they would have been if the Cashel scheme had been carried out. The whole scheme of guarantees requires revision, and the fundamental line of revision would be a central board. Then again, we certainly think that the people who give the guarantees ought not to be out in the cold when the making of the line and the subsequent working of the line required to be carried out.

38299. I think you have some proposal to put forward with regard to a cheap court for the settlement of disputes?—That all hinges on the continuance of the present state of things. If this is continued, there must be some improvement by which people will not be terrified from going into court. At present they shirk that performance, and the result is that the railway companies, being supplied with ample funds, are masters of the situation.

38300. Have you thought out in your own mind what that cheap court should be?—Cheap courts are very often very worthless courts, and it is sometimes better to pay a bigger price in the Dublin Court than a smaller one in the Quarter Sessions Court. But if the whole management were handed over to one body, there would be no necessity for this court; but if we are not to have that I do not see anything but the Quarter Sessions Court with some limitations to the right of appeal. If there is to be an appeal from Court to Court, you might as well go at once to the big Court. With regard to goods and other matters about which I, not being a trader, am necessarily largely in the dark, I have followed the evidence, and I may say for my own body and for myself, that we are entirely at one with the case which has been made out for the greater protection of Irish commerce and Irish industry. We look upon that as a cardinal point in connection with the establishment of a central board.

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Dr Thomas Laffan, Representative of the Cashel Urban District Council.

The present system of auditing condemned as affording the baronial guarantors no real control of the capital, or the working of the line after construction.

The cost of proceedings before the Railway and Canal Commission debars traders from seeking redress of grievances.

The substitution of the Court of Quarter Sessions suggested.

A revision of rates to give protection to Irish industries advocated.

Examined by Colonel Hutcheson Poë.

38301. I think you made a complaint as to the present system of auditing not giving the guaranteeing areas any look in?—Yes.

38302. But you know that they are entitled to have a voice, as arbitrators are appointed by the Board of Trade and the Board of Works, one of whom must be the County Surveyor, to examine these accounts half-yearly, and an abstract of the accounts is sent to the Grand Jury or to the County Council?—That applied to the Southern line, and there was a director appointed by the Grand Jury. The County Secretary informs me that he is not aware if the present County Council allowed that right to lapse, but certainly he has not had to deal with the re-appointment of this director. Through some omission in connection with the Cashel line, no provision was made in the Act for the appointment of a director.

Complaint as to the present ineffective system of baronial audits in connection with guaranteed railways.

38303. Are you paying anything in respect of the guaranteed interest?—Fourteen pence in the pound in Cashel.

38304. In respect of the little Cashel and Goold's Cross line?—Yes. But I do not think we have any right to object; we have got value for the money, and the line is a very good line.

Payments for the Cashel and Goold's Cross line under guarantee.

38305. *Mr. Croker Barrington, Solicitor.*—And the guarantee is for twenty-five years?—(*Witness*).—It is limited; but there is no provision in that Act, through one of those omissions which public bodies, in spite of their assumed wisdom, sometimes make, for the appointment of the County Surveyor to look after the business.

38306. *Colonel Hutcheson Poë.*—That was constructed before the Light Railways Act came into force, was it not?—No, we tried it under the Light Railways Act, but were defeated on a technical point before the Privy Council twenty years ago; it has only been completed about three years.

Promotion of the line under the Light Railways Act defeated before the Privy Council.

38307. Yet you have had no voice in the representation?—No. We do not see anything in the Act of Parliament which would prevent the auditor when being appointed by the Board of Trade being told as a condition of his appointment that he should let a representative of the guaranteeing bodies see the accounts. Of course, we do not know that it would make any difference; we are in entire ignorance on the point, but we should feel very much more comfortable if we had a peep behind the scenes to see how things were carried out.

38308. Under all the Light Railway Acts that is provided for?—But this is not under the Light Railway Act, and we would like to know exactly where we are.

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Dr. Thomas Laffan, Representative of the Cashel Urban District Council.

38309. Did I understand you to say that you would be in favour of giving a Judge of Assize power, in the case of the local authority refusing to find the money, to guarantee money for the promotion of lines?—That is a very lame way of going about the business; the only really business-like way is through a central body.

38310. But probably if there were dissatisfaction expressed at the local authority, such as the County Council, fixing the area of charge, there would be much more dissatisfaction expressed if a Judge of Assize did it?—I think a county body would only object when it was firmly convinced that it was being asked to burn its fingers again. The only real way to make a small line to open up collieries, for instance, which are doubly of importance now, is by means of a national arrangement which can only be carried out through a national body.

Further railway extension in Ireland only possible through an Irish representative body.

38311. But one reason why you advocate some power being given over the heads of the local bodies is that the advantages conferred by the construction of a railway are not confined to the district which that railway serves?—That is so; it covers more than the mere area through which it runs.

38312. Can you conceive of any system of railway administration conducted on existing lines, or on lines at all analogous to the present, ever being able to develop and make lines that would give satisfaction to the country generally?—I do not think any amalgamation or piling up of series of directorates would do what a body elected by the whole mass of ratepayers would.

38313. It could only be effected by some central system?—Some central elected body. There are plenty of short lines which could be made with great national advantage, but local bodies would not attempt to make them at all, because they are always told that they will not have to pay, and then by-and-by they are well mulcted.

38314. Unless there is some radical change you can never hope to have any further extensions?—No. And some of them would be of vital importance.

Examined by Mr. Sexton.

Railway construction under the guarantee system has been unsatisfactory, and has broken down.

38315. You have made some secondary suggestions in your abstract of evidence, but you wish the Commission to understand that the thing really worth considering in connection with the Irish railway system is fundamental reform?—Exactly. They are only put down as poor alternatives.

38316. To serve during the time before the adoption of the final cure?—Yes.

38317. About this guarantee question, I understand you to be of opinion that if the present system of placing the burden upon a limited area be maintained, whilst at the same time people who have to pay are kept at so great a distance from control or even influence over or scrutiny of the business, the system will not go on?—It may go on, but it will be very lamely and to the disadvantage of the people.

38318. Our experience of recent years tends to show that the system is slowing down, does it not?—There are several people now who raise the very same question as to being kept out in the cold, and so on.

38319. If we look over the quarter of a century since 1883, and regard the attitude of the Treasury at present as well as that of localities, it would appear that the system of guarantees has broken down?—It has broken down in this way. Nothing could be lamer than to give a guarantee and have nothing whatever to say to the subsequent making of the line. A number of speculators start a line, and they do not care how they make it, and as things stand the people who have to pay the money in time to come are really without either voice or influence in the making of the line, or the subsequent working of it.

38320. The development of Ireland still requires a considerable number of minor and subsidiary lines. Is there any prospect of those lines being made within any reasonable time unless through the agency of an Irish representative body?—None whatever.

38321. As to the lines which now exist, I take it that you are in general agreement with the evidence here, which defines the main evils as being two—the restriction of the export trade by the excess of the export rates from Ireland, as compared with the import rates into England from abroad and the suppression of Irish manufactures by the low import rates into Ireland as compared with the inland rates?—I am entirely with you on that point. I did not enlarge upon it, because I did not wish to weary the Commission with a repetition of evidence already given.

38322. If these evils are to be cured, is it not essential that the Irish railways should be owned and worked by a body knowing the country, sympathising with the country, and possessing the confidence of the country?—Oh, yes. And I may as well add, not to beat about the bush, that I entirely agree with the gentleman who said he would rather there were no change at all than that the system should be in the hands of an English board. If they had possession of it, they would just use it for their own purposes.

38323. You want a body that could be relied upon?—That would think of the Irish public and the Irish ratepayer.

38324. You want a body that could be relied upon to make the proper reductions in rates, and to take care that the profit accruing should be used for Irish purposes?—It might be years before there was anything but a dead loss, but, speaking as an amateur, I say it is such a vital asset in the interests of the country that no price would be too great to pay for this management up to that point when it would confer the maximum benefit. It is not a shareholder's business at all. Of course, the shareholders should be honestly dealt with and should not be robbed, but the country, which has given a monopoly to private individuals, ought to resume possession of the railways; and I believe there is an Act of Parliament in existence which will allow railways to be purchased for the public benefit.

38325. By arbitration?—Yes.

38326. It provides for a certain number of years' purchase of railways which pay over ten per cent.; but they do not pay that in Ireland, and the alternative mode in the Act of 1844 is arbitration. Apart from that, the only body to which Irishmen would look with confidence would be an Irish representative body, and, therefore you consider it would be idle to offer any other settlement as a solution?—I am sure the country would not listen to it.

The Commission adjourned till the following morning at 11 *o'clock.*

SIXTY-SECOND PUBLIC SITTING.—SATURDAY, NOVEMBER 16TH, 1907.

In the Board Room, Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

At the sitting of the Commission,

Sir Herbert Jekyll said—Mr. Chairman, I have received a memorandum from the Board of Trade describing the part which the Department took in the opening of the Schull and Skibbereen Railway. Shall I put it in?

Chairman.—I think it is better to have it printed in the minutes of our proceedings.

[*Document put in.*]

Nov. 16, 1907.

Memorandum from the Board of Trade as to the opening of the Schull and Skibbereen Light Railway.

THE SCHULL AND SKIBBEREEN TRAMWAY AND LIGHT RAILWAY.

Particulars of Line.

This line was authorised by the Schull and Skibbereen Tramway and Light Railway Order, 1885, the promoters being the West Carbery Tramways and Light Railways Company, Limited.

It is a single line about 14¼ miles in length, laid partly along the side of the public road and partly on private lands. Its gauge is three feet.

Deposit of Plans.

Plans of the line as stated in the Order were deposited with the Grand Jury of the County of Cork and also in the Council Office, Dublin Castle, and in the Presentment of the Grand Jury, which forms the First Schedule to the Order, they state as follows:—

Undertaking as described is Plans, etc., approved by Grand Jury.

"We hereby approve of the undertaking and of the construction, maintenance, and working by the Company of the undertaking in the directions and according to the levels specified and described in the plans, books of reference, and sections deposited with the Secretary of the Grand Jury."

Board of Trade approved of Plans not required.

The Order did not require the deposit of plans of the projected line with the Board of Trade for approval or otherwise, and the Board are in no way responsible for the authorised curves and gradients.

Inspection of Line under Regulation of Railways Act, 1842.

When the line was approaching completion, notices of the Company's intention to open it for passenger traffic were given to the Board of Trade, pursuant to the Regulation of Railways Act, 1842, which is, when circumstances admit, applicable to lines constructed under Orders in Council made pursuant to the Tramways (Ireland) Acts.

Board of Trade's Powers defined.

Under the Act of 1842, the Board of Trade have only power to postpone the opening of a railway when an Inspecting Officer reports to them that such opening "would be attended with danger to the public using the same by reason of the incompleteness of the works or permanent way, or the insufficiency of the establishment for working such railway" (Section 6 of Act).

Questions, therefore, of departure from specifications on the part of contractors are not within an Inspecting Officer's purview, whose function is confined to determining whether or not from any of the causes mentioned above it is necessary to postpone the opening of a line for traffic.

Report of Inspection by General Hutchinson, dated 2nd September, 1886.

The Schull and Skibbereen line was inspected by Major-General Hutchinson, on behalf of the Board of Trade, in August, 1886, and on the 2nd September, 1886, General Hutchinson made a report, of which copies were sent respectively to the West Carbery Tramways, etc., Company and the Council Office, Dublin Castle. The following extracts from this report are of interest:—

Curves.

"The sharpest authorised curve is 2½ chains. Six of these curves were authorised, but by improvements effected in the laying out of the line, the number has been reduced to three. These have been provided with check rails."

Permanent Way.

"The permanent way consists of flat-bottomed steel rails, principally 30 feet long, weighing 45 lbs to the yard, fished at the joints with fish plates 18 inches long; on transverse sleepers of Irish larch, 6 feet by (as minimum dimensions) 8½ inches by 4½ inches, ten to each 30 feet. . . . The rails are secured to the sleepers by dog spikes only, except (1) on gradients steeper than 1 in 70, where there are fang bolts at each end of each rail, (2) on curves of 5 chains radius and less, where there are two pairs of sole plates under each rail, and (3) on gradients steeper than 1 in 70, combined with curves of 5 chains radius and less, where there are four pairs of fang bolts and two pairs of sole plates to each rail."

Cork County Surveyor satisfied.

"The County Surveyor of the West Division of Cork attended, and informed me that he was generally satisfied with the condition of the line (except as regards some few matters which were in course of completion), and had no objection to its being opened for traffic."

Conditions upon which Safe Working depends.

"The safe working of the line will, to a very great extent, depend upon the observance of a very moderate rate of speed. This is limited by the Order to twelve miles an hour where the line is on the side of the road . . . ; should never be allowed to exceed fifteen miles an hour at other parts of the line." (The Inspecting Officer then mentioned certain places at which (*a*) absolute stops should be made and (*b*) speed should be reduced to six miles an hour and to four miles an hour. The places in question are specified in the Regulations referred to below.

Finally, General Hutchinson recommended that the line should be sanctioned subject to compliance with a few requirements which he enumerated and to the conditions specified in the Report as to speed, etc.

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Memorandum from the Board of Trade as to the opening of the Schull and Skibbereen Light Railway.

Board of Trade certify Line as fit for Traffic and issue Regulations as to use of Steam Power.

The Board, therefore, on September 26th, issued a formal certificate that the line was fit for public traffic, and they also issued on the same date detailed Regulations under Section 33 of the Order with regard to the use of steam power. (A draft of these regulations had previously been sent to the Irish Government, who intimated that they had no observations to offer thereon).

Application to Board of Trade for Inquiry into Stoppage of Traffic on Line owing to Breakdown of Engines—Inquiry Ordered.

In April, 1887, it was represented to the Board of Trade by more than twenty ratepayers of the guaranteeing area that traffic on the line had been stopped owing to the breakdown of the three engines, which had previously been in use, and the Board thereupon appointed Major-General Hutchinson to inquire, pursuant to Section 45 of the authorising Order whether the promoters of the railway had "made any default in the working or maintaining of the line."

Result of Inquiry proves Promoters in Default.—Repair of Engines and Permanent Way considered necessary—Use of Larch Sleepers.

The result of the inquiry was stated by General Hutchinson in a Report, dated June 13th, 1887. The Inspecting Officer found that a default in working and maintenance had been proved, and he considered it absolutely necessary (1) that the three engines belonging to the Company should be fitted with new copper fire boxes, and otherwise repaired; (2) that improvements in widening banks, supplying additional ballast, regulating curves, and other minor matters should be effected in the permanent way, and (3) that the engine turn-tables at the termini should be put in order. He also pointed out in the report that the turn-tables had got out of order about the previous Christmas, that the banks had settled down (as new banks have always a tendency to do); that some of the curves had got out of shape; that in two instances the gradients appeared to be slightly in excess of the steepest authorised gradient, viz.: 1 in 28 for a short distance instead of 1 in 30; and that (as appeared from evidence given by Mr. T. Creegan, Inspector of Permanent Way) Baltic red wood sleepers were required by the specification, while larch sleepers had been supplied instead. A note of Mr. Creegan's evidence, attached to the Report, shows that he said that the Engineer to the Promoters had stated that he considered larch better than Baltic red wood, and that therefore he (Creegan) had allowed the contractor to use larch. He believed he had given permission for this change, in writing. He had himself made out the original specification, but was not then aware that larch could be procured; he did not think it necessary to report the change to the Directors.

Certificate issued by Board requiring Promoters to make good Default.

Copies of the Report were sent to the Grand Jury, the Irish Government, and the memorialising ratepayers, and a certificate was afterwards formally issued to the Company requiring them to make good their default within four months. Eventually the Company informed the Board of Trade that they intended to re-open the line on the 2nd January, 1888, and no objections to such re-opening having been received, further action by the Department was thought unnecessary.

A Certificate of Fitness for Traffic cannot be a Guarantee that a Line will be properly maintained.

It is to be observed that it is now twenty-one years since the line was certified by the Board of Trade to be fit for traffic, and that such a certificate is not and cannot be a guarantee that a line will be properly maintained and the rolling stock in use be kept efficient. In the present case the Order throws upon the County Surveyor the duty of inspecting the line, engines, and rolling stock from time to time, and reporting to the Grand Jury (now County Council).

Board of Trade not concerned with Question of Financial Position of Line.

The question of the financial position of the line is not one with which the Board of Trade are in any way concerned.

Mr. C. Wilson-Harrison examined by the Chairman.

Mr. C. Wilson Harrison, Ballyjamesduff, County Cavan.

38327. Mr. Harrison, where are you from?—Ballyjamesduff, which is in the centre of the County Cavan, as you are aware.

Location of Ballyjamesduff, and distance from railway accommodation.

38328. What railway accommodation have you?—In Ballyjamesduff there is none whatever. We have to go five and a half Irish or seven English miles to Oldcastle Station to get to the South, that is to Dublin, and about eleven and a half English miles to Cavan to go to the North. We are about seven miles from Ballywillan Station, and a very considerable distance further from Kingscourt, so that we have a district, roughly, seventeen by sixteen miles square, without any railway at all. The railway passes to the edge of Cavan and just into it, but in no case traverses the county.

300 square miles unserved by railways.

38329. What is your estimate of the population in the area, about?—Well, it would be very difficult to say. It is fairly thickly populated by small farmers, but the population of Ballyjamesduff itself is about 650.

38330. I mean the area that you mention as being without railway accommodation?—I am afraid I could not give you that, because I could not find the figures.

Inability of the farmers to market their poultry and dairy produce.

38331. Are there any industries in that particular area?—Well, no, sir; but a number of small farmers are at a great disadvantage because they have not any cheap mode of transit to send their poultry or eggs or butter or anything of that sort.

38332. And you think that with light railway accommodation they would be able to do this and increase their output?—Undoubtedly, sir, because at Christmas time, when they raise turkeys and geese, in large numbers, buyers come round and they sell them in considerable quantities, and of course the Christmas prices are higher, and they thus admit of the middleman's profit also, but the greater part of the year they are crippled; and also in reference to fruit. There is another disadvantage I wish to point out, which is this, that much of the local bog is cut away, and the people are using coal for fuel, and in many cases I know it has been drawn twelve miles, from Oldcastle Station, which I need not say is a disadvantage to a small farmer who has perhaps but one cart, and has to borrow his neighbour's in order to get home his winter stock of coals.

38333. Of course if they cart the coal in, everything else that they want that is not produced in the district has to be carted also?—Exactly, sir. I only mentioned coal because it is a bulky article.

38334. What would you estimate the cost of that cartage at?—It is more in time than anything else, and it means great difficulty when men are occupied in getting in the crops. It has to be got in between the hay crop and the oats or else the labour is stopped, or if they wait until later for the coal the price increases as the season advances. Well, there is another disadvantage. Supposing you wanted to carry an animal between Oldcastle and Cavan, it is impossible to do it, practically impossible. You would have to take it nearly to Dublin and to go 100 miles round, roughly speaking. Another thing is that there is great delay in delivery. You get goods sent to Oldcastle Station, and by the time you have been notified by post three days elapse before you can get them home. Then, with regard to commercial travellers coming into the district, the luggage that could be sent by rail for half-a-crown costs fifteen shillings by brake from Oldcastle to Ballyjamesduff. With regard to fairs and markets there is great difficulty in getting cattle about. By the time you walk them so far they are lessened in price; it spoils them; and in a case recently that I know of, when a bull was taken to Cavan, it took two days by road because it is too heavy to walk the whole of the distance in one day.

38335. May I take it that your object in coming here is to suggest that it is a district eminently requiring railway accommodation?—Yes, sir.

38336. Or some other means of transit?—Well, some other means as a temporary expedient. I see a motor service is suggested. Well, now, motors might be used on different roads, and the best route discovered by that means. Ultimately I advocate a through train service—broad gauge.

38337. Of course, I suppose, you know the district well enough to know that private enterprise could not undertake a railway?—It could not, and another thing is that they would not be willing to give a guarantee, because they are already paying several guarantees.

38338. In other directions?—Yes, the Cavan and Leitrim Railway and the Killeshandra to Crossdoney Extension.

38339. The dissatisfaction that they have with guarantees would be such that it would be impossible to get the people to agree to another?—It would, sir; and not only that, but it discourages them from agitating for the reform that they feel necessary, because they are afraid they would be penalised by the company.

38340. Well, private enterprise not being able to do it, I suppose you think some public department ought to provide it?—I think it should be done, and that there should be State ownership.

38341. Of the whole of the railways?—Yes, sir; and that they should be managed by a local authority, not exactly a local authority, but a national authority elected *ad hoc*, and of course with power to co-opt experts, as the Education Committee of the London County Council do. It would be essential also that the public should be able to express their mind on the conductorship of the railways.

38342. Have you considered this question of State purchase?—Yes, sir, I have looked carefully into it, and I have made inquiries from various gentlemen in a position to judge, that have lived in the district for many years.

38343. How long have you lived there?—I have lived there for about two years, and I am constantly going about the district on my work, and of course I hear a good deal of this matter.

38344. And your opinion is that the remedy really lies in the direction of State purchase?—Yes, sir.

38345. That the management of the railways should be in some Irish authority?—In some Irish authority, probably with money borrowed from the Treasury.

State purchase of the railways and their control by an Irish authority advocated.

Examined by Mr. Aspinall.

38346. Why have you selected the route from Oldcastle to Cavan rather than to any other point?—I selected it first of all because, living in the centre of the district, at Ballyjamesduff, I know the great difficulty of getting either north or south, because a gentleman who travels in connection with banks all over Ireland, informs me that it is about the worst in all Ireland, except some parts of Leitrim, and also the people themselves cry out about it.

Route suggested for the proposed railway through the district.

38347. Have any suggestions been made that a railway should be constructed to connect up Oldcastle, Kingscourt, and Carrickmacross at any time?—Well, not that I am aware of, except so far as that entered into the recent Drogheda proposal.

38348. Is it a difficult country to get through?—Very difficult, the roads being very hilly.

38349. *Chairman.*—You are not an Irishman?—No. There are one or two other points that I want to call attention to.

38350. I think the evidence that you have given is quite clear, and it is quite sufficient for all purposes.

Mr. W. Smiddy examined by the Chairman.

38351. You appear on behalf of the South of Ireland Cattle Trade Association?—Yes, sir.

38352. Are you engaged in the cattle trade?—Yes, cattle and farm and shipping business.

38353. Do you export cattle?—No, sir; very little; I trade in home cattle.

38354. Now, what have you got to say with reference to the railway accommodation in the South of Ireland for developing the cattle trade?—Well, until some radical change is effected in the present railway system it is impossible to develop the cattle trade of the South of Ireland to the extent that it should be.

38355. I suppose you are accustomed to send cattle to fairs?—Yes, sir.

38356. And assuming that a fair is held on a Monday, how do you get the cattle there, you have not to send them on the Saturday?—Yes, in some cases we have to send them on Saturday, and leave them on the land all night.

38357. Because there are no convenient trains on Sunday?—We do not send cattle on Sunday at all, sir; never.

38358. Never? Have you a cattle trader's ticket?—Yes, sir. I am a member of the Association, and we have not a cattle trader's ticket. We cannot get a railway ticket—and that is one of the things that we complain of—unless we have a turn-over with the Company of £250 a year.

38359. That is the rule with reference to trader's tickets?—Yes, sir.

38360. Your Association is of opinion that the amount is too high?—We consider it too high, and we consider that for the development of the trade people in the trade more or less should be entitled to return tickets at single fare.

38361. Why should that be given to cattle dealers any more than to any other trade?—Well, sir, we are the chief body for developing the greatest industry in Ireland, and it would be an inducement to them.

38362. There would be more movement of cattle?—More fairs and more movement of cattle if they had more inducement to go. Expenses are very high in connection with the trade.

38363. With regard to the consignment note that you use for cattle traffic, have you any remarks to make upon that?—Yes, sir.

38364. What do you want to say upon it?—We consider, sir, that, as I will read it here for you:—"I request you will convey my cattle or other live stock from station to station, and in consideration of doing so"—this is what the Great Southern and Western Railway have, an insurance note, which they require the cattle dealers to sign in sending their cattle from station to station, which we object to. Here it is:—"I will not hold the Great Southern and Western Railway Company responsible for any delay or any injury arising from such delay that may take place in the journey upon there being no direct train to such a station."

The Great Southern and Western Companies' cattle owner's risk consignment note objected to.

38365. What do you object to in that?—We object to that that if there is an accident or delay or otherwise through the negligence of the railway, and we lose our market or our cattle are injured, we get no compensation. We consider that the rates we pay are sufficiently high, and that they should carry insurance with them.

38366. In other words, what you mean is, that though there may be two rates, one an owner's risk rate and the other a company's risk rate, the lower rate, the owner's risk rate, is sufficiently high to cover the risk in transit?—Quite so, sir.

The present owner's risk rates quite high enough to cover the risk in transit.

38367. What you want is to bring the rates down to the owner's risk rate and that the Company should take the risk?—Yes.

38368. That is what you suggest?—That is what I suggest.

38369. Of course that would be to the benefit of the cattle traders?—To the benefit of the cattle traders, and to the benefit of the country generally.

38370. But the railway companies would suffer?—Well, sir, on that point, the cheaper we can export and move cattle the better it is for the country in general, and I believe it would be for the greater advantage of the railway companies.

The reduction would ultimately benefit the railways.

38371. You think there would be more cattle sent about the country?—Undoubtedly.

38372. Have your Association had under consideration the question of unification or nationalisation of the railways?—We have, sir. We have discussed the question several times.

38373. And what decision have you come to upon it?—We are unanimous, sir, that there is one and only one remedy to develop our trade or the cattle trade of the South of Ireland and Ireland generally,

The nationalisation of the railways under an Irish authority unanimously advocated by the Association.

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and that that would be a radical change in the present system under which the railways of Ireland are governed.

38374. And do they favour State purchase?—All are in favour of State purchase.

38375. Worked by an Irish authority?—An Irish authority.

38376. You have read, I suppose, the evidence given by other witnesses on the subject from your district?—Yes.

38377. And you agree with that?—I agree with the whole of that.

State purchase of the Irish railways, and their control by an Irish authority advocated unanimously by the Association.

38378. And you say that is the general view of the cattle trade of the South of Ireland?—Of the South of Ireland. One thing I am asked to complain of in connection with our railway system in the South of Ireland. I have some matters, but I do not think at present it is necessary to mention them, because, as with doctors, there is no use in trying to remedy a sore without going to the foundation of it, and it is not necessary to detail the complaints that we have made; but we have several complaints of stock not being delivered in time, and there is a loss owing to the neglect or mismanagement or otherwise of the railway company, and we scarcely ever get redress or compensation for loss that is proved. Now, sir, that does not apply altogether to the English companies, because there are competing lines, and in several cases where we have made complaints to the English companies, when we can prove a just claim, they generally consider them. That is on account of the competition that exists in England and does not in Ireland. It is solely confined to one company in Ireland, and, consequently, when complaints are made, generally after an endless amount of correspondence and delay, we hear no more of it.

38379. I do not ask you upon that point, because your Association came to the conclusion that the remedy for all these things would be State purchase?—Undoubtedly, sir.

Examined by Colonel Hutcheson Poë.

38380. With regard to that last question, do you find any difficulty in getting redress in the case of accident to stock when your cattle are carried at the company's risk?—I suppose not; no, sir.

The present profits of the cattle trade render it impossible to pay more than the owner's risk rates.

38381. You know it has been suggested here by several witnesses who gave evidence on behalf of the Cattle Traders' Association that there should be compulsory insurance, that some additional charge for insurance should be compulsory on the railway companies and on the cattle traders, and several witnesses gave evidence on that point; that cattle traders would not object to a reasonable extra charge on the present owner's risk rate being levied by the railway companies, and which would cover the case of all possible risks?—Well, sir, I would not altogether admit that, for this reason, that although I am not an exporter I know the inner working of the trade, and I know their turnover, and almost all points, and I do not know any body in existence whose work is so arduous and so difficult, attending five and six fairs in the week, and at the expiration of that time having to encounter the competition of foreign countries and the assistance that their respective Governments in Canada and Australia generally mostly give to their people for placing their produce in the market, that we have to compete against, and our people have not such assistance, and at the end of the time I know that they can make no money by their trade.

38382. Mr. Field, I daresay, you recognise as an exponent of your Association?—Yes, sir.

Question of a compulsory insurance rate raised by Mr. Field M.P.

Subsequent depression in cattle trade owing to foreign competition.

38383. And you remember that some years ago at a meeting they had at the Dublin Society, they drew up recommendations with regard to the cattle trade, and one of the recommendations which was not adopted, but which Mr. Field was very strong in fighting for, was that there should be a low compulsory rate of insurance, and he thought that the cattle dealers would not make any difficulty; you are aware that the railway companies contend that if they carried at owner's risk rates and yet had to give compensation, they would not make anything by it, they could not afford to do it?—I have thought of that a good deal, and various other reasons why the Great Southern Company cannot do better than they are doing in the circumstances, and that they always try to endeavour to pay a dividend to their shareholders; but since Mr. Field made that statement that you refer to, the trade has developed against the interest of the cattle dealers very considerably.

38384. You mean by foreign competition?—By foreign competition and otherwise.

38385. Of course I can quite understand that you would like your cattle to be carried at owner's risk rates, and that the company should be responsible for them?—Quite so, sir; without any extra rates. Of course it is to the interest of the country that we should get the cattle to the market as cheaply as we can.

38386. I am only asking whether you do not think it is impossible for the railway companies to give you this particular concession without increasing their charges by some small percentage?—That is what I believe.

38387. And I gather that you think that unless these railways are put under one unified system that could not be effected?—That is so, sir. I think I have heard on that point that it is unfair to a certain extent to blame under the circumstances the Great Southern and the other railway companies in Ireland for not giving better facilities or cheaper rates to compete with the foreigner, but we must consider that there is a director—and they have officials enough—for every ten miles of railway in Ireland. There are too many high officials, in fact, and it means hindering the trade in general of the country, and leaves the companies in the position that they cannot give us more reduced rates than we have at present. That is the difficulty that we have, to compete with other countries, and they have rates 35 to 40 per cent. less than we have.

38388. On the question whether large economies could be effected by the abolition of those different boards, probably the economies would not be so large as you anticipate; still if the railways were under one centralised system that would be worked in the interests of the whole community, they could afford to carry the home—or inland traffic—at such a rate as would yield the minimum of profit necessary to cover the cost of carriage, and the interest on the capital cost of construction?—That is quite so.

38389. There is only one other question, as to the value of a motor service between Charleville and other places?—Yes, sir.

38390. We have had evidence to that effect from witnesses who were speaking on behalf of the butter industry, and I daresay you know that there was a motor service established there some years ago?—There was, sir, but it was discontinued.

38391. The Great Southern put on a motor service there?—I know, sir, that Rathkeale is a very important place in the middle of an agricultural county, and there are a great many large fairs there, and I attend them myself regularly, and I have to drive or journey to Rathkeale, a distance of eighteen Irish miles.

38392. You have no knowledge of the motor service in connection with the railway, that was put on by the Great Southern?—No, sir, I have not. It did not apply to the district of Rathkeale.

38392A. *Mr. Aspinall.*—Was it a rail motor service or a road motor service?

38393. *Colonel Hutcheson Poë.*—A road motor service, and they discontinued it because they found that it did not pay. It was largely opposed by the local carters and people of that kind?—Well, I would not say that exactly, because I know the country pretty well, and the country unfortunately lying around there, about twelve square miles, got out of tillage and got into the grazing system, which we condemn so very strongly in Ireland, and we want small holdings of land cultivated and tilled, and if that were the case there would be not only business for a light railway, but for railways within the whole country, and undoubtedly it would pay.

38394. I do not want to go into the grazing question, but with regard to the effect on the cattle trade, I do not agree with you. I think if you were to do away with the grazing districts you would have no market, or a very small market, for the store cattle which are the backbone of the country?—I am of a different opinion altogether.

38395. How would you dispose of your cattle?—The small farmers would produce better cattle. Do you mean that if the grazing lands in Ireland were broken up in small holdings there would not be a market for the store cattle?

38396. Not such a good market?—I contend quite the opposite, and I will give you my reasons. I fancy that our small farmers in Ireland, particularly in the South of Ireland, at present owing to the demand would do better.

38397. I think the Chairman considers this is hardly germane to the inquiry. My only point was, and I do not want to follow it up, whether you think that if the grazing farms were broken up into small holdings there would be a great increase of tillage, and in that way there would be increased traffic for the railways?—Yes, sir, quite so; and the small farmers would fatten their cattle on a higher scale than stores are fattened at present, at nine months instead of two years' old; and besides that, we have an unlimited market in England for our store cattle.

38398. I am afraid you will find that if you did away with the big grazing farms, I won't say all through Ireland, but with some of the big grazing farms in Meath, the small men who sell their cattle would be at the mercy of the English buyers, and would have to sell to them at their own price; I gather, however, that you think that it would lead to increased tillage, and therefore to increased traffic in agricultural and other produce for the railways?—Quite so, sir.

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Mr. W. Smiddy, Representative of the South of Ireland Cattle Trade Association

The breaking up of grazing farms would increase railway traffic.

Mr. F. J. O'Doherty examined by the Chairman.

38399. You are from Kilrush?—Yes.

38400. And you appear on behalf of the District Council?—Yes.

38401. Are you a member of the District Council?—Yes.

38402. What are the railways in your district?—The West and South Clare Railways run in connection with the district.

38403. Yes, we have heard a good deal about those Clare railways. What particular points do you wish to bring under our notice in connection with them?—I must say that they are very general on the whole. There is nothing very specific.

38404. Give me the first general point that you want to raise?—That similar rates should be given out of Kilrush as are given into it for large quantities.

38405. That is to say that if there is a special rate for a large quantity of traffic into Kilrush, you think that a like special rate for large quantities out should be given?—Yes, sir.

38406. And that has not been done?—That has not.

38407. And that has been applied for?—I understand it has.

38408. And refused?—And refused so far as I understand.

38409. You do not know it of your own knowledge?—I do not know it of my own knowledge.

38410. What is the other point?—The rate on slates from Killaloe to Kilrush is 8*s.* 2*d.*, and the rate from Dublin is 10*s.* 6*d.*, 200 miles as against 100.

38411. Well, now that is something tangible?—Yes; that is the only thing that I can give you of my own knowledge. That I know in my business.

38412. You think that rate should be considerably reduced?—Considerably reduced.

38413. Now, is that a fancy grievance, or is it a real grievance?—A real grievance.

38414. Slates are brought in from Dublin?—Yes.

38415. And have there been slates brought in from Killaloe?—Yes, I bring them in myself. I am in the building trade.

38416. And you are speaking from knowledge?—I am speaking from knowledge on that point.

38417. Now, have you represented that to the railway?—I have.

38418. And recently?—No, not recently; not since I sent in this abstract.

38419. That was with reference to the goods traffic. Is there any other point in connection with the goods traffic?—A considerable traffic between Kilkee and Kilrush and Doonbeg and Kilrush is done by cars.

38420. It is done by cars?—Some of it, because the rates are excessive.

38421. Because of the rates by railway being too high?—Yes.

38422. They can do it cheaper by cars?—Yes.

38423. Now, in regard to passenger arrangements, are they satisfactory?—Very fair, except what is caused by delays and slow travelling.

38424. Have you anything to say about market tickets?—Yes, as to excursion tickets to Kilkee being issued more frequently and by later trains than they are at present. They are issued by the morning train at 7.30, which would be too early, whereas if they were issued by the 11.15 certainly there would be more people travelling to and from Kilkee.

38425. Has it a good market?—Oh, Kilrush has a good market, but in the summer time many people would travel on these cheap tickets and spend the day in Kilkee, and so on.

38426. Well, I think we have had evidence about the fares and rates from two or three different witnesses. Of course you actually agree with what has been said by all the witnesses, that in the interests of the traders it would be a great advantage if all rates were reduced?—Oh, yes, sir, undoubtedly. That goes without saying.

Mr. F. J. O'Doherty, Representative of the Kilrush Urban District Council.

38427. Well, there are no two opinions about that?—No.

38428. But what about the railway companies—do you suggest that the loss that is incurred should fall upon the railway companies?—Well, I think it would tend to more traffic, and that it would pay them.

38429. And that they would not lose by it?—Yes.

38430. Do you think that the traffic would increase?—The traffic would increase.

Increased traffic to follow a reduction in rates and fares.

38431. Was not there a subsidised boat and coach service?—Yes.

38432. We had evidence of that?—Kilrush and Tarbert.

38433. Yes, and that has been abandoned, has it?—Yes.

38434. Because it did not pay?—Yes, and the reason that it was broken down was that it was continued during the winter months when there was no connection.

Cause of withdrawal of the Kilrush and Listowel steamer and coach services.

38435. We have also had evidence of the insufficiency of the rolling stock. Do you agree with that?—Oh, yes, that is my chief grievance about it.

Insufficiency of rolling stock on the West and South Clare railways.

38436. You have had personal experience of that?—Oh, yes, personal experience.

38437. And that trade has been injured in consequence of there not being sufficient rolling stock?—Yes, undoubtedly.

38438. Then would you agree with the evidence that we have also had, that it would be an advantage if that line was made into a broad gauge line?—Yes. I have suggested that, too.

Re-gauging of the Clare railways suggested.

38439. You have suggested that?—I have suggested that.

38440. We have also had evidence with reference to the rates that are paid by the district mentioned for those subsidised railways?—Yes, you have had evidence enough on that.

38441. I suppose you have formed no opinion as to whether it would be better for that railway to be absorbed by a larger company and worked by the larger company?—It is the opinion that it would be better for it to be worked by a larger company.

38442. And about all the railways?—About all the railways, that they should be unified.

Unification of the railways under the control of a central Irish authority advocated.

38443. All of them?—All of them.

38444. In the country?—In the country.

38445. Nationalised?—Well, under one management.

38446. And that management Irish management?—Undoubtedly.

Examined by Mr. Aspinall.

38447. There is just one little matter here. You speak of the cost of transfer at Ennis being a shilling a ton?—Yes, sir.

The cost of transfer of goods at Ennis owing to break of gauge.

38448. Are you quite sure that that is so?—That is what I have always heard. I have not heard to the contrary.

38449. Because we had some evidence from Mr. Livesey, of the Donegal Railway, who told us that the cost of transfer to narrow gauge, or *vice versa*, would be 6*d.* a ton without adopting some patent appliance that they have on that railway?—We have always heard of a shilling a ton.

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38450. Do you know was 1*s.* paid?—We do not know of the cost of transfer except that in the striking of the rates they have provided for 1*s.* a ton.

Examined by Colonel HUTCHESON POË.

38451. At any rate, whether the cost of transfer is 6*d.* or 1*s.* a ton, it entails a severe extra cost upon the district, and we have had evidence that it has had the effect in some cases, of detering traffic from being sent at all?—It has. Quite so.

The conversion of the guage of the West and South Clare lines more important than the construction of a new line in East Clare.

38452. We have had evidence of a grant of money having been offered by Mr. Balfour for a railway in East Clare. Do you think that if any public money were forthcoming that money would be more profitably spent on converting the West Clare system into a broad gauge?—Yes, that is my opinion.

38453. Than in making another railway?—Yes.

38454. Now, with regard to the point that you have raised about getting specially low rates for large consignments of traffic to inland stations, from Kilrush?—Yes.

38455. They give you a low rate into Kilrush, but when you want to send similar quantities under similar conditions from Kilrush they charge you a higher rate?—Yes.

The equalising of Kilrush in and out goods rates.

38456. You are probably aware that you are entitled to exactly the same rates for equal quantities of goods sent under like conditions. If you get fifty tons in and send ten tons out, you cannot expect to get the same rate, but what I understand to be your wish is, that the same rate should apply to similar quantities sent under similar conditions, either in or out?—Yes.

Steamer services between Limerick and Kilrush.

38457. Have you any steamers coming into Kilrush?—Yes, two or three steamers on the river from Limerick to Kilrush.

38458. Bringing traffic direct into Kilrush?—The majority of our traffic is all brought direct.

38459. So that Kilrush as a distributing centre would be in a position to send out a considerable volume of consignments?—Oh, undoubtedly. The most of my traffic is from English, Norwegian, and American ports. We distribute them from Kilrush.

38460. And it is to your advantage that Kilrush as a port should get as favourable a rate for goods sent from it, as is given for goods sent to it?—Quite so.

38461. Now, you said something with reference to slates from Nenagh?—Yes.

38462. I think there are considerable slate quarries there?—Yes.

38463. And slates of very good quality?—Yes.

38464. The effect of a rate, according to you, of 8*s.* 2*d.* for 100 miles as against 10*s.* 6*d.* from Dublin must be at any rate to handicap the Nenagh industry very considerably?—Oh, it is.

38465. I suppose it has the effect of really helping the other slates?—Helping the foreign slates.

38466. At the expense of the home product?—At the expense of the home product.

38467. Your contention would be that the railway company giving a rate for sea-borne slates of 10*s.* 6*d.* for 200 miles, ought to give you a rate of something like 4*s.* or 5*s.* for 100 miles for the home product?—Yes.

38468. And that such a rate would help largely to develop that particular industry?—Yes.

38469. With regard to the steamer and coach service, you are aware that that was one of the seven services established under the Act of 1896?—Yes.

38470. For a period of seven years?—Yes.

38471. And that at the end of the seven years the Board of Works had to discontinue them because in every single case they were found to be so unremunerative that they could not afford to run them longer?—They were bound to be unremunerative in this case, because of being continued during the winter, there being no connection at all.

38472. One would imagine that after one year's working they would have had no need of further experiences to guide them, so that I can hardly understand a public department keeping on that service year after year. It is very extraordinary?—Very extraordinary.

38473. But apart from that, do you think that those services were ever rightly placed?—I have only knowledge of that service.

38474. Do you think that this was a service that would be remunerative if properly conducted?—I should think so for the three months of summer.

38475. Is that a district in which a motor service would be attended with better results perhaps than a coach service?—Yes, and they have been agitating for it for some time.

Mr. D. OWENS examined by the CHAIRMAN.

Mr. D. Owens, Representative of the Strokestown Rural District Council.

38476. You appear on behalf of the Strokestown Rural District Council?—Yes, sir.

Location of Strokestown and distance from railway communication.

38477. Where is Strokestown?—It is about the centre of the County Roscommon. It is situated twelve Irish miles from Longford, ten Irish miles from Roscommon, fourteen Irish miles from both Boyle and Castlerea, and about eight or nine miles from Dromod and Drumsna.

Injury to live stock driven long distances by road.

38478. Now, are there large fairs held in that place?—Yes, we have had for a number of years very large fairs, but for the want of a railway our cattle have to be driven twelve Irish miles to Longford and about eight or nine miles to Dromod and Drumsna (those are Irish miles), and about ten Irish miles from those fairs to Roscommon. These cattle have to stand in the fair, and when they are driven to the railway station and put on the train on the same day, they are hardly fit for any market either in Dublin or England or Scotland.

38479. They are exhausted?—They are exhausted.

38480. When you speak of cattle, does that include sheep and pigs as well?—Well, it includes them, but of course nobody would face to drive pigs this distance. They have to be carried, but the sheep do have to be driven, and they just suffer in proportion to what the cattle do.

38481. And is there a weekly market for farm produce?—Yes; there is a market on Friday every week.

The agricultural industries of the district handicapped by want of railway facilities.

38482. For agricultural produce?—Yes, for agricultural produce. I suppose every market day about a dozen of carts come in from Longford for fowl, and those carts have to be paid for, and it takes the price and upkeep of them and the crates out of the profits of the producers.

38483. Is the land pretty rich land there?—Well, it is medium; some of it is very fair, and some of it is what I would call light land that is fairly good for crops.

38484. Then, is the agriculture that exists in that district improving or declining?—Well, it cannot improve for the want of a railway, because my experience goes back, I suppose, to thirty-five years, and I can tell you safely that it has very much deteriorated during that period.

38485. And many of the population have emigrated?—A good many of the young people have had to emigrate because the tillage or farm produce has to be carted now. It has to be carted to Longford.

38486. You speak of your thirty-five years of knowledge and experience. At any time during that period has any promise or application been made for a grant of money for a railway?—Well, we have at one time got a guarantee from the County of Roscommon and the County of Leitrim to make a connection with Dromod, and it has gone so far as to be brought before the Privy Council in the year 1885, and through a small technicality the application was thrown out. The technicality was that all the directors of the scheme were appointed by the Grand Jury, whereas the Privy Council held that a proportion of them should have been appointed by the shareholders when the shareholders should have taken up the stock.

38487. Under the guarantee?—Under the guarantee.

38488. Do you see any likelihood now of the people in this district agreeing to join in a guarantee?—Well, from the great difficulty of meeting rates and rents, occasioned by foreign competition, because I have a very good knowledge of all this, it would be impossible to ask farmers and landowners for a guarantee.

38489. And therefore if any railway is to be made it must be done by public funds?—Yes, sir.

38490. Of some sort?—Yes. Another thing our county suffers from is that hay is very often wanting for export, but I have known several cases where a load goes out carts are employed to cart it to Longford, and it must be thrown down there again to be pressed, and that is a great disadvantage to our district. At one time we had a nice butter market in this town, and it has all died away for want of a railway. Now the butter is put up by small people who do not put it up so well, and they take it away themselves.

38491. And do you think that the district could be galvanised into life, as it were, if a railway were made?—I have not the slightest doubt that it could.

38492. Have your Council considered the nationalisation of the railways?—Well, I cannot answer that they have, but I know that they all think that something must be done if the country is to go on and prosper at all.

38493. Well, something should be done, you say. Should it be done in that direction?—I could not answer that. I have not any grievance against any railway; I think the localities having railways must put up with little grievances occasionally, but we have a grievance outside the management of railways. We have no railways at all. That is our great grievance, and it is felt in the locality severely.

38494. In every direction?—In every direction. I myself send stock away occasionally that is raised, but I could not undertake the journey that I spoke about. I have perhaps to give two days to what ought to be done in one. Of course, if I had to pay along the route sending off my stock it would deter me from sending them. That everybody feels, every person that raises a beast or has ever been in need or want of a railway. I know myself that several buyers have ceased to come to our fairs for the want of a railway. They say that our stock are unsaleable when they are put on the market, and when they do come they try to buy them at a price that will perhaps recoup them. They say, "We will run no risk at this price," so that I am sure that everybody acknowledges that as the reason of agriculture having suffered for this circumstance. With regard to the nationalisation of railways, I think the experience of what the Post Office has done for us with regard to the lines of telegraph is a guide, and I have not the slightest doubt that something in the same manner could be done with the railways.

Examined by Colonel Hutcheson Poë.

38495. Am I right in saying that Strokestown is the centre of a very considerable cattle-rearing district?—You are quite right.

38496. And that the contention of the people of that district is that if that branch line of the Cavan and Leitrim Railway had been in the first instance carried by Rooskey to Strokestown it would have resulted in a very largely increased traffic on that branch?—There is no question about it.

38497. In other words, owing to that branch having stopped short at Dromod, all this district was deprived of the natural advantages and development which it was intended to bring about?—There is no question about that, sir.

38498. At the time that the offer of the £24,000 was made to the Cavan and Leitrim Railway, and was rejected by the County Leitrim, I think the people were strongly in favour of an alternative route?—Yes, and the people in Strokestown applied for that £24,000 that was rejected by the Leitrim Grand Jury.

38499. Yes; I understand that that was so?—Yes.

38500. At any rate, the cattle-rearing people of that district are now obliged to drive their animals a considerable distance along the road to put them on the train at Longford or Roscommon. Longford and Roscommon or Dromod Railway Station are, I believe, a distance of ten to twenty miles from Strokestown?—Well, there is no station that you mention that would be ten miles. They all exceed it.

38501. Fifteen to twenty?—Yes.

38502. With the natural result of a considerable loss of condition to the beasts, and reduced prices to the farmer?—Yes; and then again he charges coming into Strokestown for bringing feeding stuffs and other things, it almost deprives us of the advantage.

38503. Yes, and feeding stuffs, which are essential, of course, to your industry, are very high in cost owing to the railway being so far away?—From the nearest station 6*s.* and upwards, and perhaps 10*s.*; and even then, after being at the railway station, we may often have to wait a week before we can get them.

38504. I gather from what you say that in the event of any grant of public money being available for this particular district, you are afraid that, through the advantages of the railway would be considerable, the County Council would not be prepared to guarantee anything towards it?—I am quite sure that if things were more prosperous, and the prices of cattle and farm produce were paying, they would not object, but with the present prices and how they are cut they could not possibly add any more taxation to themselves.

Mr. D. Owens, Representative of the Strokestown Rural District Council.

The cattle industry of Strokestown district seriously handicapped by its want of railway facilities.

The district too poor to undertake the burden of a guarantee.

Examined by Mr. Aspinall.

38505. Does the cattle trade from your district mainly go to England or Scotland?—Well, to both places.

38506. To which does the great majority go?—I should say that perhaps the majority goes to Scotland.

38507. You know that according to the agricultural returns the export of cattle from nearly all the Irish ports has been decreasing?—Yes.

38508. Now, is not that due to American competition, importing beef into England?—Well, I have not the slightest doubt about it, because I have seen some cattle sold in Birkenhead, both dead and alive, and I think it is impossible for us, paying as much as we do of rents and rates, to compete with them at all.

38509. Do you think that if the railway rates were reduced very considerably, say 50 per cent., that would enable you to prevent the importation of American cattle into England?—It would to a very great extent.

38510. You still think there is some hope for the Irish cattle trade?—I have not the slightest doubt that there is, because I think that with improved breeding in Ireland we have better cattle, and we will send off much better cattle than we have sent, and then that they will be up to maturity earlier.

The export cattle trade of the district.

A substantial reduction in cattle rates necessary to help the Irish trade to fight American competition in England.

Mr. John O'Farrell examined by the Chairman.

38511. You are also from Strokestown?—Yes.

38512. And you are also a member of the Rural District Council?—I am a member of the Strokestown Rural District Council and of the Roscommon County Council.

38513. Now, have you been in the room during the time Mr. Owens gave his evidence?—Yes, sir.

38514. Do you agree with what he said?—Yes.

38515. Have you anything to add to it that he has omitted?—Well, no, except one matter.

38516. You agree with it generally?—Yes, except that there is just one item, that is fuel.

38517. Just take that item. What about fuel?—Fuel has become very scarce in and around Strokestown.

38518. Do you mean bog fuel?—Yes. In fact, in a few years hence it will be very difficult for its residents to procure any at a reasonable price, and in view of the likelihood of a number of the large grazing farms in the union being divided into smaller holdings it is a matter of serious consideration for intending occupiers. The only solution of this problem would be the extension of a line of railway from Dromod, which, of course, would not only mean the development of the Arigna mines and bring increased traffic to the Cavan and Leitrim Railway, but would leave cheap fuel at the doors of the people of Strokestown and surrounding districts. The Right Hon. the O'Conor Don, when giving evidence recently before the Royal Commission on Congestion, expressed his opinion in favour of railway communication with Strokestown. There are letters on the subject from the Hon. Mr. Richard Nugent, Chairman of the Midland Great Western Railway, and letters also from the

Mr. John O'Farrell, Representative of the Strokestown Rural District Council.

The advantages of an extension of railway from Dromore to Strokestown.

Nov. 16, 1907.

Mr. John O'Farrell, Representative of the Strokestown Rural District Council.

Cavan and Leitrim Railway people in connection with the railway which you can see. And there are also the returns of the fairs.

38519. We have got all that, but I think the principal features in connection with both your and Mr. Owens' evidence, as far as we are concerned are as much as we require unless you wish to read any particular letter. Is there any particular letter then that you wish to read?—Well, with your permission, I will read the letter of Mr. Richard Nugent:—"Broadstone Station, Dublin, 1st December, 1905. Rev. and dear Sir,—Your letter of yesterday's date has interested me much, and all you state about Strokestown requiring railway accommodation I know of my own knowledge is but too true. I am glad to learn that a movement is on foot to enlist the sympathy of the Chief Secretary, and I doubt if in all Ireland he could bestow public money on a better cause. No doubt, as you say, a line from Drumsna would serve the purpose, and I have consulted our engineer and manager, and they both consider that that line would be less expensive and physical difficulties much less considerable. Our Board meets next Thursday, when your letter will be submitted to them. I am, Rev. and dear Sir, yours faithfully, Richard A. Nugent."

Letter from the Honourable Richard Nugent (Chairman) Midland Great Western Railway as to the want of railway facilities in the Strokestown district.

38520. Who is that addressed to?—To the late Canon Gately, who took a great interest in the matter.

38521. That is a rather important letter?—There is a letter also from Mr. Digges, of the Cavan and Leitrim Railway.

38522. Read that, too?—"Cavan and Leitrim Railway Company, Limited, Secretary's Offices, 37 College Green, Dublin, 3rd January, 1906. Dear Sir,—Mr. Digges has submitted to the Board the correspondence which he has had with you with reference to an extension of railway communication with Strokestown. This company has always been most anxious to see an extension of the line westward, and, as you are aware, they are now promoting a line from Dromod to Rooskey. In the event of your extending this line from Rooskey to Strokestown the directors will be prepared to give you every assistance to obtain a Government grant for the line, and when the line is completed they will be prepared to work it on as favourable terms as possible. The advantage you will have in joining our line is that we are a light railway, which will cost you much less than a wide gauge.—Yours faithfully, R. R. Stewart, Rev. Canon Gately, Strokestown."

Letter from the Cavan and Leitrim Railway Company on the subject of a proposed connection between Dromod and Strokestown *via* Rooskey.

38523. Now, Mr. O'Farrell, just read the resolution of your Council on the subject?—Resolution of Strokestown District Council, 30th March, 1906:—"That we respectfully and urgently press on the attention of the Chief Secretary, the Right Hon. James Bryce, M.P., and of the Under-Secretary, the Right Hon. Sir A. P. MacDonnell, the pressing need of inquiring by a competent Government expert as to establishing needful railway communication for Strokestown and the vast area around it with some adjacent railway."

Resolution of the Strokestown Rural District Council dated 30th March, 1906

38524. Now read, if you please, the reply of the Irish Office?—"Irish Office, Old Queen-street, S.W., 25th May, 1906. Dear Sir,—In reply to your letter of 7th May, the Chief Secretary directs me to say that he will make inquiries on the question of railway communication with Strokestown, and will ascertain the views of the Board of Works on the representation of the Guardians.—Yours faithfully, W. R. Davies."

Reply from the Irish Office on receipt of resolution.

38525. That is May, 1906?—Yes.

38526. And there the question rests?—There the question rests.

38527. Nothing has been done?—No, sir; nothing has been done since.

Examined by Colonel Hutcheson Poë.

Extent of traffic from Strokestown fairs.

38528. I see the returns you have given here show that at four of your fairs the average sales amount to about 6,000 cattle and 2,600 sheep. Those are the fairs for which returns are taken, but for the most important of your fairs there are no returns taken. Would you say that the sales of cattle at the other fairs, for which there are no returns taken, would be equal to or exceed those numbers?—I would, because our March and April fairs are very large, and our September fair is a very large sheep fair.

38529. That would mean a sale of something like 12,000 or 13,000 cattle and 5,000 or 6,000 sheep in the year?—Yes.

38530. The bulk of the cattle and sheep are sent to England and Scotland?—England and Scotland.

38531. By the railway?—By the railway, and shipped to England and Scotland.

38532. *Via* Belfast?—*Via* Belfast and Dublin.

38533. According to your statement the cattle sales have decreased in the last six years by nearly 30 per cent.?—Yes, 7,000 to 5,000.

38534. There has not been a similar decrease in sheep; and, of course, this takes no account of fairs at which no tolls are taken?—No account.

38535. And that very serious decline you attribute to objections raised by buyers that the cattle reach the railway in not as perfect condition as they wish?—Yes; I can give evidence of well-known buyers who ceased to attend.

38536. I gather from the reply that you have received from Mr. Richard Nugent, the chairman of the Midland Great Western, that his company was favourable and perfectly willing to promote the line in every way they could, but that owing to their financial difficulties, in which we all know they are more or less, they were not in a position to construct the line at their own expense?—Quite so.

38537. Mr. Nugent, as, I am sure, you recognise, has taken a great interest in the development of the cattle traffic. He is largely interested in it himself, and I know that he considers it most important for the railway, and I am sure that his company would give you every assistance if they were in a position to do so. Is not that your opinion?—Yes, that is my opinion.

38538. Owing to the company not having large funds at their back they cannot do it. I think you said in your evidence that you would prefer a connection with Dromod?—With Dromod.

38539. In that way you would get an alternative connection with the Midland or with the Cavan and Leitrim?—Yes.

38540. Whereas if the connection was with Drumsna I presume most of the traffic would go by the Midland?—Yes.

38541. And naturally you would like the advantage of competition?—Yes; and the cattle would have to be re-loaded at Dromod, which would be a great inconvenience to people sending cattle by that route.

38542. Has any action been taken to give effect to the Chief Secretary's reply of last year; do you know if any further action has been taken by the Irish Office?—No; there has been no action taken.

38543. Or any communication with the Board of Works by the Irish Office?—No.

38544. As to doing anything in connection with the extension of the railway?—I am not aware of anything.

Mr. Owens (previous Witness).—The reason of that is on account of this Commission being appointed, we took no part.

38545. *Colonel Hutcheson Poë.*—You did not follow it up?

Mr. Owens.—We did not follow it up. And there is another matter I would be very glad to mention. In spring an English buyer was in our town, and bought a certain number of pigs, and he succeeded in getting the majority of them at a low price, but he had to pay as much as ten shillings a cart, and that buyer has refused to come to us again.

38546. *Colonel Hutcheson Poë.*—Your pig traffic has declined very largely?—Yes; and will decline by reason of the difficulty of getting pigs taken to Dromod.

38547. *Mr. Aspinall.*—Which of these two proposals does your district favour. One is to connect Strokestown with the Midland broad-gauge line, and the other to connect it with the Cavan and Leitrim narrow-gauge line. Which proposal does your district want?—Well, they want either. We are so badly off that we would gladly take either, but as a choice we would take the Cavan and Leitrim.

38547A. *Chairman.*—The narrow gauge.

38548. *Colonel Hutcheson Poë.*—He has just stated that by taking Dromod he gets an alternative route. He can go either by the Cavan and Leitrim or the Midland. *Witness.*—That is the reason we would prefer the Dromod route.

Mr. R. C. Williams, J.P., Representative of the Macroom Urban District Council.

Mr. R. C. WILLIAMS, J.P., examined by the CHAIRMAN.

38549. Mr. Williams, you are a Justice of the Peace?—Yes.

38550. And you are connected with the Macroom Urban District Council?—I am.

38551. Are you a member of that Council?—Yes.

38552. Do you live in the district?—Yes.

38553. Are you interested in the district?—Yes. I am a hotel proprietor and a large farmer.

38554. What is the point that the Macroom Urban District Council wish to bring under our notice?—Our chief disadvantage is this—We have a little line twenty-four miles long——

38555. That is the Cork and Macroom, is it not?—Yes. One mile from the city of Cork it runs parallel with the Cork and Bandon line, within twenty yards of it. There was a motion some time ago to connect all the railways in the South of Ireland, and it would be a decided advantage to us if this connection were made.

38556. That is at Cork?—No, where the two railways practically meet; they run within twenty yards of each other within a mile of the station. It was at one time used with the terminus at the Bandon station, but the directors fell out, and they have become separate. But the most disadvantageous point from our point of view is that it is about a mile and a half from the centre of the city, and it costs us about 1*s.* a ton to cart our stuff from the goods terminus to any part of the city either by steamer or by the Great Southern and Western Railway. Cattle are similarly situated; the people have to drive their stock right through the city, whereas if this connection were made they could run right down to the deep water.

38557. The connection would have the further advantage of enabling you to have through rates?—Yes. We have no forward bookings at all now; the railway companies refuse to give them. If we want to book our stuff to England or Scotland we have to wait a week or ten days before the reply comes back as to the amount of carriage it would cost us; consequently we cannot send fish, we cannot send game or anything of that sort. Then there is another matter. There are several valuable lime kilns on our line, and it would be an advantage to the farmers on the Bandon line if they could get a siding made in such a way that it would run into the Bandon line; the gauges are the same; and the farmers of West Cork could then get the advantage of using our kilns.

38558. If all these advantages could be got by a connection with the Cork and Bandon line, why have not the Cork and Macroom taken it in hand?—They were about it eight months ago, but it fell through. I do not think you will have an amalgamation except compulsorily, unless the State purchase all the lines.

38559. You are in favour of that?—There is another matter. We would like to have concessions for large quantities. We have no concessions whatever. Whether we send 100 or 4,000 tons in a year we have to pay the same as a man who sends one ton, whether it is meal, flour, coal, or any other sort of commodities. We think that large traders should have a concession in the way of getting reduced rates for large quantities.

38560. For large quantities sent at the same time?—Yes.

38561. That is done on other railways?—It is, but we get no facilities whatever that way.

38562. Have you represented that to the Cork and Macroom Company?—I am sure that they have been asked for it; it has been refused, I think. I know they give it to one gentleman on coal. I know they refused to do it some years ago, and one man in the town carted all his stuff from Coachford. I am not aware whether any application has been made since. There is another matter I wish to bring before you, and that is that the traders of the county are suffering from the immense inconvenience caused by the bad system of goods traffic. We have no goods train leaving Cork after ten o'clock in the day. If we want to order any stuff we have to order it two days in advance. If I order stuff to-day I cannot get it for forty-eight hours; but if they had a goods train running about two or three o'clock we would be in a position to get goods ordered the day before. That is a very serious disadvantage from the traders' point of view.

Examined by Colonel HUTCHESON POË.

38563. Am I right in saying that owing to a difference of opinion between the directors of the Cork and Macroom Railway and the directors of the Cork and Bandon Railway some years ago, the Cork and Macroom people went to very great expense, and built a station a mile away on the top of a hill?—They did.

38564. And involved their company in very large expenditure with practically no benefit at all, except that of spiteing the other company?—None whatever. It is a fine place, and could be used as a hospital; it would not be thrown away at all.

38565. But it is useless as a railway station, is it not?—Yes.

38566. And the first purpose of a railway station is to serve the railway?—To our mind, they only serve themselves.

38567. At any rate, it is an object lesson of the disadvantage attending a number of small companies, whose interests are not always identical?—It is.

38568. Which would disappear if—I will not say the whole net-work of railways in Ireland, but if the nine or ten small lines in Cork, at any rate, were in the hands of a central body?—Yes.

38569. The difficulty would disappear?—It would be a great facility.

38570. I gather that even apart from the general question of centralisation, you would favour the amalgamation of such small lines?—So we would.

38571. Even if you could not get the whole of the railways amalgamated you would certainly advocate the control of the railways in South Cork being put in the hands of the Cork and Bandon?—Certainly, provided we got sufficient representation.

38572. Naturally. But I gather that you do not think there is much prospect of that amalgamation under any voluntary arrangement?—I fear not. That has been discussed, and the directors have disagreed.

38573. On the question of terms, I suppose?—I believe so—yes. There is a large fair in our district—one of the largest in the South of Ireland. We are in a purely agricultural district; and the idea of the bridge, if we were in connection with the Cork and Bandon, would put us in such a position that we could book our stock from our station to England or Scotland.

38574. But even if the bridge is made it will be of no benefit to you, situated as your station is?—Not a bit.

38575. That is a very strong argument in favour of something being done. I think we have had evidence confirmatory of what you say as to your railway serving a large agricultural district, and the disadvantage of being unable to get through rates; for instance, with regard to the Cork and Muskerry line, we heard yesterday that owing to the difficulty of getting lime from your system to theirs the farmers cannot get the benefit which they ought to get?—They lose 1*s.* a ton.

38576. And that seriously handicaps the agricultural development of the district?—Yes.

38577. It seems a strange thing that there should be no goods train after 10 o'clock in the morning from Cork?—We have no goods train leaving Cork after 10 o'clock.

38578. *Chairman.*—Ten o'clock in the morning?—Yes. If we want to get stuff the following day we have to wire for it. We have made application to the Board with reference to the matter, but I do not know whether it has been before them or not. It is quite recently we have done so.

38579. *Colonel Hutcheson Poë.*—You have made application recently?—Yes.

38580. You cannot say what the result of that will be?—No.

38581. The line is a good well-paying line?—Yes.

38582. It serves a prosperous district and it is one of the best paying and most economically worked lines in Ireland?—It is. We have got very good passenger traffic, and since the old management we have got special excursion rates, which are most advantageous both for tourist traffic and the rest.

'The inconvenient situation of the Cork Terminus of the Macroom Railway.

Caused by dispute with the Bandon Railway Company

The amalgamation of the small railways south of the river Lee with the Cork and Bandon Railway suggested.

The proposed railway bridge over the Lee useless to the Macroom Railway unless the latter be connected with the Cork and Bandon line.

Complaint as to goods train service from Cork.

The Cork and Macroom Railway a remunerative and well managed line.

Nov. 16, 1907.

Mr. R. C. Williams, J.P., Representative of the Macroom Urban District Council.

38583. The proportion of working expenses is something like 56 per cent. as against 62 per cent. for the whole of Ireland, so that in that respect they ought to be in a position to give you increased facilities. It is not like a poor company who can say, "It will not pay us to do it"; they are in a very strong position, and that is a further argument in favour of their doing something for you?—We get no live stock after ten o'clock, except by paying a rate and a half for it.

Complaint as to the facilities for getting cattle from Cork to Macroom.

38584. *Chairman.*—That is by passenger train?—Yes. If we want to take advantage of the cattle sales in Cork we have to leave the cattle there overnight or pay a rate and a half. That is unfair. We ought to be in a position to have them there, from a town like ours, situated as we are, just as cheaply or at ordinary rates.

The passenger traffic handicapped owing to want of through connections.

38585. *Colonel Hutcheson Poë.*—You have mentioned in your abstract of evidence the want of through connection with the South of England by the Rosslare route?—If we had this connection we would do a great deal in the sporting line. Our tenants are purchasing their holdings, they are all preserving them, and the consequence would be, if the thing were done, that our country would be just as wealthy as Scotland as regards sporting. Our preserves would be just as good in a sporting way as those of Scotland.

38586. But this want of through connection handicaps your passenger traffic?—Yes.

Examined by Mr. ASPINALL.

38587. With regard to the new railway which is being made connecting the Great Southern and Western and the other lines—what is the name of it?—The Cork City Railway.

38588. Is that intended to connect with the Cork and Bandon?—Yes.

38589. But not with the Cork and Macroom?—No; they have no power to connect with the Cork and Macroom. But if the amalgamation of the Cork and Bandon and the Cork and Macroom were made it would run us down to the Bandon terminus, where we would be connected with all the railways in the South of Ireland.

38590. But at present there is no direct connection with the Cork and Macroom?—None whatever.

38591. That intended line is only for goods traffic, is it not?—Passenger and goods.

38592. Is it intended to run passenger trains through the streets of Cork?—Yes.

38593. Do you hope that there will be passenger trains run off the Cork and Bandon through the streets of Cork on to the Great Southern and Western?—Yes; I think that that is the intention.

38594. *Chairman.*—What is the population of Macroom?—3,019; that is the urban population.

Mr. JAMES J. AIRD, J.P., examined by the CHAIRMAN.

Mr. James J. Aird, J.P., Representative of the Maryborough Town Commissioners.

38595. Mr. Aird, you are a Justice of the Peace, and you appear on behalf of the Maryborough Town Commissioners?—Yes.

38596. Of which body you are a member, I suppose?—Yes.

38597. Are you engaged in trade in Maryborough?—Yes; I am a general trader.

38598. Therefore you have a good deal to do with the railways?—Yes.

38599. The Great Southern serves your district?—Yes, altogether.

Complaint as to inadequate facilities for goods traffic at Maryborough Station.

38600. I will ask you a few general questions. Are you satisfied with the railway management at your place generally?—No, we are not.

38601. Will you tell us what you have to complain of?—We have had to complain in the past very much. Before the Great Southern Railway got the Waterford and Central Ireland Railway the loading and unloading accommodation at the station was very bad?—It was altogether insufficient.

38602. You mean for goods traffic?—Yes. It was a frequent thing for the traders to have their men able to do only half a day's work instead of a whole day's work in consequence of the congestion of the goods store; they could not get their goods. The Commissioners called the attention of the Company to this several times on behalf of the traders, but no notice was taken of it; until they got the Waterford and Central Ireland Railway there was nothing done by them.

38603. How does the getting of that railway affect the matter?—They transferred the goods store up to where the Waterford and Central Ireland Railway had their goods store, and they have been using the store of the other company, which has better accommodation.

Proposition to extend the Grand Canal to Maryborough.

38604. Then that particular complaint has been partially remedied?—It has been partially remedied. The complaints were so acute that on one occasion the traders took the matter up with a view to getting the Canal Company, which comes within about five miles of us, to make a cutting to us; representations were made for that purpose.

Not supported by Grand Jury.

38605. In competition with the railway?—Yes, the grievance was so acute. The Canal Company were agreeable to do it, but when the matter came before the Grand Jury, some of the jurors through whose land the cutting was proposed to be made objected, and the Grand Jury let the matter go by default; they did not give us any support in the matter, and it had to lie there.

38606. At any rate, I understand you to say that since the acquisition of the Waterford and Central Ireland Railway the lack of accommodation for goods traffic has been remedied?—Yes, but on several occasions the Town Commissioners have had to take the matter up with them, and notwithstanding the resolutions of the Commissioners nothing was done by them. I only bring that up to show that the Great Southern and Western Company are not amenable to local opinion at all.

38607. Let us see what that local opinion is. First of all, tell us who are the Town Commissioners; are they in place of the borough council?—It is just the same as an urban district council.

38608. You say that the Town Commissioners have had this matter under consideration?—Yes.

38609. The question of railway facilities at your place?—Yes.

38610. Have they had a meeting recently on the subject?—Recently, no.

38611. Within the last ten years?—There was one in June, 1897.

38612. Did they pass any resolution then?—Yes.

38613. You may read that resolution?—"Resolved, that owing to the considerable increase of coal, timber, and other goods daily conveyed by the Great Southern and Western Railway into Maryborough station, the limited space afforded the public for the removal of their consignments causes delay, loss of time, and cash to our several traders." Nothing was done on that resolution, and three years later they passed another resolution, or rather, a meeting was held at which it was ordered "that our clerk ask the directors of the Great Southern and Western Railway have they any notion of bettering in any shape the existing accommodation at the Maryborough station the ground for loading and unloading the goods traffic." No notice was taken of that at all. There was nothing done until some time later when they got the other store to which I have referred.

38614. When they acquired the Waterford and Central Ireland Railway?—Yes. The store which they have got from the Waterford line runs to the end of the street; the wall is quite low to the street; there is about three and a half or four feet of wall between the street and the railway wagons. The public have complained that there is not proper protection for goods, particularly coal in open wagons, and we have at least once drawn their attention through the Town Commissioners to the matter, but they have done nothing. The Town Commissioners passed this resolution:—"We would respectfully draw the directors' attention to the further want of a more convenient office which could be erected at the end of the store near the public road; also to the

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advisability of having a house erected there to accommodate the principal official in that department, and thus prevent the present system of petty larcenies in or about the goods store."

38615. That is on open ground, is it?—Yes. There have been one or two prosecutions, and we have called their attention to the fact that coal has been taken, but no protective wall has been put up by them since.

38616. Is there no fencing?—There is merely a low wall.

38617. What do you call a low wall?—It would be about four feet in height.

38618. Children could get over it?—Yes, and there are stiles to facilitate the officials going in and out.

38619. What you suggested was that there should be an office or somebody on the spot to prevent these petty larcenies?—Yes. Now they have got that store, our application for remedying grievances is just as hopeless; when we want further accommodation we find it very difficult to move the Railway Company at all. The Great Southern and Western Railway is a very big company; they have a monopoly of our trade, and we find it very difficult to get anything done by them at all.

38620. I think that is quite enough about facilities. Now about rates; what have you to say about the rates?—We consider that the rates are rather high.

38621. As compared with what they ought to be?—Yes. I will give you an instance. The country round about is an agricultural country; it is practically all tillage country; and in our town we have Messrs. Jameson buying barley, Mr. Robert Gibney has large maltings there, Messrs. Odlum are extensive millers, and there are also a number of small corn buyers. The fact is that Maryborough is a good centre for corn-buying, and there are some adjoining places which find that Maryborough is a very much better place for marketing their corn than perhaps their own place is. A short time ago there was a big consignment—I have the docket here—from Mountrath, which is only seven miles from Maryborough, and the rate charged on that 24-ton lot was 2*s.* 5*d.* a ton. The rate from Maryborough to Dublin for a quantity of six tons would be 5*s.* 9*d.*

38622. What is the distance?—It is a distance of fifty miles. So that for seven miles the charge was nearly 50 per cent. of the charge for fifty miles.

38623. But the wagon would be occupied just as long in the one case as in the other?—If it was a question of the length of time the wagon would be occupied the charge might be reasonable.

38624. But the wagon is the earning power of the Company?—But there is another thing——

38625. Do you suggest a rule-of-three sum—if fifty miles cost 5*s.* 9*d.*, what should seven miles cost; is that the way you would work it out?—I would not see anything unreasonable in it. The man who sent that corn from Mountrath station did all the loading of it into the wagon; the Company merely said, "There is the wagon," and the consignor had to put all the goods into the wagon.

38626. In both cases, whether at Dublin or the other place?—I am not speaking of Dublin; I am speaking of Mountrath, the local place.

38627. But in both cases the service would be done by the consignor?—Yes, the loading would be done by the consignor and the unloading by the buyer; so that as far as labour is concerned it does not cost the Company anything.

38628. But 2*s.* 5*d.* for seven miles does not seem to me to be an excessive rate. What would you suggest that that rate ought to be?—I would say that 1*s.* a ton for seven miles would pay for large lots. It is only seven miles of a run, and it would not cost the company anything except the use of their wagons for half an hour. It would not be half an hour running from one place to the other.

38629. In running, of course, it would not be more?—You see the disadvantage to the man who lives within seven miles of a good corn centre. Although he is quite beside it it is really of no advantage to him so far as the railway is concerned. He is handicapped in such a way that, as it is only 3*s.* 4*d.* more, he will send the whole of the corn to Dublin and put it on the exchange.

38630. Well, you have given your view, but I do not think the rate of 2*s.* 5*d.* at all unreasonable. There is accommodation to be provided at the two places, whether they are seven or fifty miles apart, by the railway company?—The railway company is supposed to have plenty of accommodation for all the traffic they can get.

38631. At any rate, we have your opinion upon the matter. You think that the rate should be strictly in proportion to the 5*s.* 9*d.*—at any rate, that it should be less than 2*s.* 5*d.*?—It should be.

Complaints as to excessive goods rates—grain from Maryborough to Ballybrophy.

38632. That is what you mean?—Yes. Notwithstanding the fact that the Company would in this particular instance drop 1*s.* 5*d.* a ton if they made the rate 1*s.*, it would undoubtedly be made up for by the increased amount of traffic that would be sent.

38633. To Maryborough?—Yes.

38634. Can you give us another instance?—The rate to Ballybrophy, which is another station lower down, about eighteen miles, is 3*s.* 6*d.* a ton. We consider that rate high.

38635. That is for a distance of about eighteen miles?—Yes.

38636. I am assuming that these miles are the same as ours—that they are English miles?

Mr. Tatlow.—Yes, English miles.

38637. *Chairman.*—You have given us English miles, have you not?—I do not think it would be more by rail than seven English miles from Mountrath.

38638. They are English miles, not Irish miles?—It is Irish miles I have in my mind, but the railway miles are English miles.

38639. Is there any traffic in basic slag from Dublin?—There is, and it is a growing traffic.

38640. What is the rate?—4*s.* 10*d.* a ton from Dublin.

38641. When you get it at Maryborough do you distribute it to other places?—Yes.

Basic slag from Maryborough to Portarlington (out of proportion to the Dublin rate.

38642. How do the rates compare again there?—I took out this case with regard to Portarlington. I sent to Portarlington three tons of basic slag; the distance from Maryborough is nine or ten miles, and I was charged a rate of 3*s.* 10*d.* per ton, which works out relatively to the 4*s.* 10*d.* at nearly 75 per cent. of the Dublin rate for 20 per cent. of the distance.

38643. Is that loaded by the Company?—No, the Company do not do any loading or unloading. As a matter of fact, from what I know of our local station, the station is undermanned from a labour point of view.

38644. With regard to through rates, have you any traffic coming at a through rate from England to Maryborough?—We have a great deal.

38645. Will you give us one instance there of what you consider a reasonable or an unreasonable rate, whichever you like. Have you a rate which in your judgment is reasonable. For instance, the rate for grain and feeding stuffs, does not that appear to you to be reasonable?—I think it is a reasonable rate.

Feeding stuffs from Liverpool to Maryborough (compared with the rate to Mountmellick.)

38646. From Liverpool to Maryborough?—Yes. But when I consider that it goes five or six miles further on to Mountmellick at a lesser rate, I begin to think that it ought to be something less.

38647. Give us the rate from Liverpool to Maryborough for feeding stuffs?—For oil-cake it was 13*s.* 3*d.*, and for other feeding stuffs 13*s.* 10*d.*

38648. That is through Dublin?—No; the 13*s.* 3*d.* rate would be *via* Waterford.

38649. And thence by rail?—Yes, by the Great Southern line.

38650. Then there is pollard and bran?—13*s.* 10*d.*

38651. The same way, *via* Waterford?—Yes. But no matter which way it comes, whether *via* Dublin or *via* Waterford, it has to go five miles further to get to Mountmellick, and if it is carried that five miles further on the rate becomes less—it is 11*s.* 9*d.* and 12*s.* 6*d.* The reason of that is that the Canal Company run into Mountmellick, and of course, if the people were getting their goods *via* Dublin they could have them consigned to Dublin to come by canal.

38652. All the way?—All the way.

38653. And that is the reason of the difference in the rate?—I believe that that is the reason.

38654. There is no doubt about it?—Then I deal in slates as well.

Slates, Nenagh to Maryborough.

38655. Are there local slate quarries?—Yes, and we get Welsh slates also, but not from Wales; we get them from dealers in Dublin.

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Mr. James J. Aird, J.P., Representative of the Maryborough Town Commissioners.

Complaints as to excessive goods rates—*con.*

38656. Where are the Irish slates from?—We get them from Killaloe quarries; they are put on at Nenagh station. I do not know the exact mileage from Nenagh to Maryborough, but I think it would be something about thirty or thiry-five miles.

Mr. Tatlow.—It is forty-five miles.

Witness.—I said that I did not know the exact mileage, but I did not think it was quite so much as that.

38657. *Chairman.*—I have it here as forty-five miles?—I did not think it was such a long distance. A rate of 6*s.* 7*d.* was charged for slates from Nenagh station to our station, while the rate for Welsh slates was 7*s.* a ton.

38658. What is that 6*s.* 7*d.* rate?—Per ton.

38659. For any quantity?—I believe it is for under six-ton lots.

Slates, Nenagh to Maryborough (compared with the rates for Welsh slates from Dublin).

38660. Is not the Welsh slate rate for lots of over six tons?—I have the rate here as 7*s.* It might be that this quantity was a six-ton lot.

38661. That makes all the difference; we ought to compare like with like if we can?—Yes. But for the slate quarries at home there ought to be a little concession made, to try and foster the traffic.

38662. Quite right; but in these two cases if the comparison is not on all fours we had better leave it?—The distance is fifteen miles shorter. I do not know what the rate from Dublin for Welsh slates in under six-ton lots is, but I do not think it would be more than about 7*s.* 6*d.* or 8*s.* at the very outside. 6*s.* 7*d.* is a high rate.

38663. It is 6*s.* 7*d.* for forty-five miles as against 7*s.* for fifty?—Yes.

Mr. Tatlow.—The rate for wagon-loads is only about 4*s.* 10*d.*

Witness.—From where?

Mr. Tatlow.—Fifty-one miles, Dublin to Maryborough.

Witness.—For wagon loads I think it will be more.

Mr. Tatlow.—That is for six-ton loads; on the scale I do not think it would be more than that.

Witness.—4*s.* 10*d.*

Mr. Tatlow.—I do not say that that would be the precise rate, but it would be about that.

Witness.—I do not think I have had slates at that price at any time.

Mr. Tatlow.—I might correct another point now. The distance from Mountrath to Maryborough is nine miles, not seven.

Witness.—Here is a quantity of under five tons—4 tons 14½ cwt.; I see the rate there was 6*s.* 1*d.*

38664. *Chairman.*—That is under six tons?—Yes, just under five tons. So that the relative rate I gave you there was correct; the 7*s.* would be for the smaller quantity.

Irish manufactured manures Limerick to Maryborough (compared with the rate for foreign manures Dublin to Maryborough).

38665. Then with regard to an important traffic in Ireland—artificial manures?—There is a good deal of artificial manure manufactured in Ireland. I get some Irish manufactured and also some English made manures. The rates from Dublin for the English manure—we will get it down in truck loads at about 5*s.* 11*d.*, but we pay as high as 8*s.* 3*d.* a ton for Irish stuff from Limerick. The distance from Limerick I do not know exactly, but it would be just a station or two below Nenagh. We consider that rate very high.

38666. From Limerick to Maryborough, 8*s.* 3*d.* for a truck load as compared with what from Dublin?—5*s.* 11*d.*

Mr. Tatlow.—It is seventy-two miles from Limerick.

38666A. *Chairman.*—And Dublin is fifty.

Mr. Tatlow.—Fifty-one.

38667. *Chairman.*—What are artificial manures worth per ton?—It depends altogether on the quality. Some phosphates would be worth about 50*s.*, but high grade bone manures run up to £4, £5, or £6 a ton; that is cost price.

Complaint as to the difficulty of recovering loss from companies where owner's risk rates are charged.

38668. What is basic slag worth a ton?—That runs according to quality also. It can be bought at from £2 a ton up to nearly £3.

38669. With regard to goods carried at owner's risk and at company's risk, you have had some experience, of course, in your own business?—Yes. We find that if anything we get by rail at owner's risk is badly handled or broken we have really no redress. It is useless to make any claim in respect of it, even if there is delay in the delivery of the goods. Speaking of manure, I ordered some manure. It was getting near the end of the season, and I did not want to hold any of it, so as orders came in I telegraphed for it, as it does not improve by carrying over. I telegraphed on one occasion to Limerick for a wagon load of manure; it took about four days to come. By the negligence of somebody connected with the railway company, I do not know where, it was left at Ballybrophy; it was eighteen miles away, but they could not trace it for me, and I lost a considerable number of orders and an amount of profit. I kept an exact account of the number of people who came to me for the manure I had ordered, and whose orders I lost, and I sued the Railway Company and got a decree from the County Court Judge for £6, but on some technical point the Railway Company appealed, took the case to the higher Court, and I was non-suited there. The case was a ery plain one; I should have had the manure the next morning, but I did not have it for four days.

38670. What was the technical point?—I really do not know what it was; it was a purely legal argument altogether. Of course the Judge took the evidence in the matter.

38671. You lost the action and you lost the sale of the stuff?—Yes.

38672. That is quite an exceptional case, I suppose?—Not at all. About a month ago I sold a second-hand engine and thresher to a man to be delivered at the station below us, about seven miles off. I sold it on a Monday evening, and that very evening about seven or eight o'clock I sent word to the stationmaster that I should want a suitable truck to carry the engine and thresher down the line, and he said he would attend to it directly, which I believe he did. The next morning I thought I would have a wagon to take it away, but no wagon had come. I sent up to him again and asked him to wire as the matter was urgent. It was very urgent, because the threshing season was on, and every day the man who had bought the thresher was without it meant about £2 to him, and of course he was pressing me for it. I asked the station master to wire the next day, and he did, but no wagon turned up. I went to Dublin the next day myself and went to the traffic manager's office. I saw a gentleman there, I do not know his name, and he informed me in a very off-hand way that the Company was not bound to provide wagons at all. I said, "Is this machine to lie there for the next month or two in case the Railway Company cannot give me a wagon to take it away?" and he said, "Yes, or longer." In the meantime the man who purchased the machine from me has lost about £8, and he is now declining to complete his contract except I grant him this concession of £7. So that there is a matter of £7 for me, because it was four days after, on the Thursday, before this machine could be loaded.

38673. It required a special truck, I suppose?—It takes a large truck; an ordinary truck will not carry it.

38674. It has to be a special truck?—Yes.

38675. Do you not think that that might occur on any railway, either in this country or in Ireland?—These are things which are not carried every day, but they are carried frequently; a truck that will carry one of those large furniture vans that one frequently sees would carry this machine.

38676. But at Maryborough you do not expect them to keep special trucks for furniture vans and threshing machines?—No, but I would expect them to have one at Dublin, and if they had not one there they could wire to Killaloe or Waterford, and the whole thing would be on the way in a couple of hours.

38677. That is impossible?—To wire, I mean.

38678. How long did it take you to get the truck?—It came on Thursday evening.

38679. And when did you order it?—On Monday evening.

38680. Say Tuesday morning, because you said it was eight o'clock at night?—Yes, but there was a train going to Dublin, and they could have sent a message up by train. I know the station master would do it; I am quite sure he would. I mention this just to connect the whole thing, and to show that the public is really at the mercy of the Railway Company.

38681. What do you suggest as a remedy for this?—It is not my suggestion alone, but also that of the

Town Commissioners whom I represent; they believe that State purchase of the railways would be the only solution of the railway question in Ireland. We believe that it would foster our industries and help us in every way. We are crippled by rates and everything else; we are a poor country; we cannot afford to pay excessive rates; we have not the traffic or the trade; we probably do not get the profits that are made on this side of the Channel; and we believe that if the State took over the railways they would have very good security for their money. The profits of working the companies, together with the guarantee of the counties, would be sufficient security for the repayment of the interest on the loan, and would leave a good solid margin afterwards, I believe, because there would be a great saving on the working expenses of the whole system.

38682. That is the view of your Commissioners?—Yes.

Examined by Colonel HUTCHESON POË

38683. I gather that the grievance from which you suffered some years ago with regard to insufficient goods accommodation and so on has been largely removed by the acquisition of the Waterford and Central Ireland Railway?—Largely.

38684. But with regard to these other complaints as to pilfering and so on, that goes on at present?—They remain.

38685. And the Railway Company will not accept any responsibility in regard to them?—No.

38686. Have you put the matter before the Department of Agriculture; they have power to investigate such complaints and to bring pressure to bear upon the Railway Company?—We have never brought it before them.

38687. You know that they have that power, do you not?—Yes, I have heard of it.

38688. As a matter of fact, they have usefully employed their power in many instances. The representation of a public body like that often has the effect of getting a railway company to give its attention to a matter where they would not pay the same attention to the remonstrances of a private trader?—I believe that probably it would have that effect.

38689. I think it is very desirable that you should invoke their assistance in this particular case. With regard to these, what you call high rates for short distances, you are aware, of course, that the reason of that is that the charge for terminals is the same whether the commodity is carried five or fifty miles; by Act of Parliament the railway companies are entitled to charge the same station and service terminals whether the article is carried five or fifty miles?—I was not aware of that.

38690. In the particular instance, under Class C, grain, they can charge 1*s.* terminal at each end, that is 2*s.*; so 2*s.* of the rate that they charge you is made up of station terminals?—I see.

38691. *Chairman.*—That is why I suggested that the rate seemed reasonable?—Yes. I was not aware of that fact. But I cannot see where the charge for terminals comes in, seeing that at the terminals they do no work.

38692. *Colonel Hutcheson Poë.*—That may be so with regard to service terminals, but this is station terminals. They are entitled under Act of Parliament also to charge certain service terminals, for loading and unloading, covering and uncovering, if they do it. In this particular case I gather that they did not?—No.

38693. The conveyance charge for those seven miles works out at 13.65*d.* or 1*s.* 1*d.*; the terminals are 2*s.* in this particular case, because they are not entitled to charge 6*d.* for loading or unloading, so their maximum charge is 3*s.* 1*d.*?—If they did loading and unloading?

38694. No, it would be 3*s.* 7*d.* then; that is the maximum charge including loading and unloading. In this particular case it is 3*s.* 1*d.*, and they charge you, as a matter of fact, 2*s.* 5*d.* What I want to put to you is whether you think that, seeing the great bulk of the traffic in Ireland is short distance traffic, the Act of Parliament which enables the company to charge the same terminals irrespective of distance, and also to have a decreasing rate as the distance increases, does not operate very adversely on short distance traffic?—Undoubtedly.

38695. That I think follows naturally?—Yes.

38696. Might it not be a matter for consideration whether there should not be some amendment of the law which enables the company to charge the same terminals when the traffic is carried a very short distance as they do when it is carried a long distance?—I think it is very desirable that there should be an amendment.

38697. You understand my point?—I do, thoroughly.

38698. That it acts very injuriously on short distance traffic, which is the bulk of the traffic in Ireland?—Yes.

38699. If the traffic is carried a long distance and the terminals are spread over the longer distance, they do not press so hardly on the consignor or the consignee?—No.

38700. But they undoubtedly do when the distance is short?—Yes.

38701. Now, with regard to this rate for slates; perhaps the railway people will look into that, as I think there must be some error. The conveyance rate for slates, a four-ton lot, from Nenagh, was 6*s.* 7*d.* for a distance of forty-five miles, I think you said?—I imagine that that would be taken relatively with the 7*s.*; it would be under four tons.

38702. Then they could charge under Class C; you know that slates are carried under Class B if in quantities of four tons; but if the quantity is less they are entitled to charge under Class C?—I put the rate for about the same quantity.

38703. The conveyance rate, exclusive of terminals, under Class B, would be only 4*s.* 10*d.*, and the station terminals are only 1*s.*, which would make it 5*s.* 10*d.* as against 6*s.* 7*d.* I presume that 6*s.* 7*d.* rate is for lots under four tons.

Mr. Tatlow.—That is so. The four-ton rate is about 5*s.* 6*d.* under Class B.

38704. *Colonel Hutcheson Poë.*—It would be 5*s.* 10*d.*, conveyance 4*s.* 10*d.*, and terminals 1*s.* In that particular instance it must nearly approach the maximum?—It appears to the Irish trader that there would be an over-charge, because we consider Nenagh quite a local place compared with Dublin, and the rate being within a few pence per ton, I was certainly of opinion that we were over-charged in the matter.

38705. Of course, the rates are well within the companies' maximum powers; there is nothing illegal in them, as you can see from the way I put it. What I want to ask you is whether, in your opinion, in view of the conditions under which the trade of Ireland is carried on, there might not be some amendment in regard to the rates for short distance traffic?—There ought to be an amendment, I think.

38706. At any rate, I suppose your evidence goes to show that the effect of these low rates for slates, for cross-Channel goods coming into the country, operates very adversely towards the home manufacturer or producer, whatever it is?—Very adversely.

38707. Then with regard to this complaint about your thresher. I gather that it is not so much a complaint against the local service as against the manner in which you were treated at the head office in Dublin?—That and the delay of the truck, which is the most substantial part of it. It means up to the present that I am minus £7 on my deal in the matter, and I will probably have to process the man to try to get it. That is all brought about by the Railway Company.

38708. As the Chairman suggested, at a station like Maryborough, the Company could hardly be expected to have this truck, but at the same time three days is probably an unnecessarily long time to delay its delivery. I understood you to say that the traffic manager or someone in his department informed you that it was within the power of the Railway Company to keep your thresher waiting for a period of three months?—That they need not provide a truck at all he gave me to understand.

38709. If that is a correct expression of their views on the subject, your contention naturally would be that it was rather a high-handed manner in which to treat a trader of the country?—Very high-handed. With regard to rolling-stock, we frequently find that we are short of wagons; there is a big trade done in grain from Maryborough to Dublin, and unless we give notice the day before we cannot get enough trucks sometimes to get the corn sent away. There seems to be a scarcity of rolling-stock as far as wagons are concerned at our station.

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The inequity of the present system of fixing the rates and terminals for short distance traffic.

The excessive rate for slates—Nenagh to Maryborough hampers an Irish industry.

Complaint that the supply of trucks at Maryborough station is frequently inadequate for the traffic.

Alleged scarcity of rolling stock on that section of the Great Southern and Western Railway.

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Mr. James J. Aird, J.P., Representative of the Maryborough Town Commissioners.

38710. *Chairman.*—At certain periods of the year?—Yes.

38711. *Colonel Hutcheson Poë.*—If you give reasonable notice of your requirements they will have them probably—if you give a day's notice? But at a time of the year when there is a certain amount of traffic continually going on, they ought to hold an average number of wagons to meet that traffic. It is not a thing that is variable, a big lot to-day and none to-morrow; it is about an average quantity each day.

Suggestion as to a better supply of wagons by the company.

38712. At certain seasons of the year you can guarantee a certain quantity, and you think that under such circumstances the Company ought to come half-way to meet you by having a certain number of wagons there to meet your requirements?—Yes.

38713. You are a member of the County Council, I believe?—Not at present; I was.

38714. You are a member of the Maryborough Town Commissioners?—Yes.

38715. Do you represent their views in the evidence you have given?—Yes.

38716. I gather that they are in favour of a radical and fundamental change in the manner in which the railways of the country are administered?—Yes.

State purchase of the railways and their control by an elected Irish authority advocated.

38717. They would prefer that the railways should be put under an Irish administration?—Yes.

38718. Responsible to Irish public opinion?—Yes.

38719. Failing that being practicable, have they expressed any views, or are you prepared to express any views, as to the advisability or otherwise of their being placed under State control?—If they were under an Irish Board of management I am quite sure that the State would have the control all the same—just the same as they control through the Local Government Board the other public boards of the country. The local boards manage and disburse all the money and do all the business of management, but the Local Government Board have a control over them afterwards.

38720. But, of course, the Local Government Board and the other Departments in Dublin are directly under the Imperial Parliament, are they not?—I think so.

38721. Do I gather that you would favour such a course?—If the State advances the money on the security of the lines and upon the security of the country at large, I think it would not be unreasonable that the State should have something to say in the way of control; but if the management were Irish it would be far more likely to be successful.

38722. You would prefer Irish management?—I do not think it would be a success unless the control were Irish.

38723. But in the event of the State finding the money, you think the country would be prepared to give the security of the rates and of the railways and to let the State have a voice in the administration?—I am quite sure of it.

The Commission adjourned till the 10th January, 1908.

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APPENDIX No. 1.

Extracts from a Report on the Arigna Mineral Field, furnished to the Treasury by David Rankine, C. and M.E.

Glasgow.

14*th January*, 1903.

As instructed by the Financial Secretary to the Treasury, I have examined the Arigna Mineral Field in Ireland with the view of reporting on its mineral and commercial features.

The Arigna River flows in a narrow valley between two mountains which rise therefrom, with a steepish slope, to a height of about 750 feet above the river, and a height of fully 1,100 feet above the sea. The strata on both sides have for their base a series of thin laminations of shale, or "blaes," which measure several hundred feet in thickness, and embedded in which are some seams of clayband ironstones, which vary in thickness from two or three inches to about nine inches.

Overlying the shale are some brown and greyish-coloured sandstones with an intervening shale, which, as usual, vary in thickness, but average in all over sixty feet. Above these is an inferior coal named the crow coal, which I measured at one place twenty inches in thickness, and which rests upon a stratum of what has been reported to be good fire-clay, varying in thickness from one to three feet; but, where seen by me near to the workmen's houses belonging to the Arigna Mining Company, it is mostly composed of sandstone plies and inferior clay, the whole measuring about 2 feet 6 inches, and being quite unfit for use as fire-clay.

The crow coal is very reedy, with thin partings of sandstone or sandy matter, and is not a marketable subject, although if worked and sold at a cheap rate it might be found locally useful for lime or brick-burning, or such other purposes for which a high-class fuel is not necessary.

Above the crow coal are various sandstone beds, together with some intervening sandy shale beds, measuring in all about thirty feet, and resting on the upper of these sandstone beds, known in the district as the "Seat Rock," is the main coal seam.

The main coal is presently being worked in the Arigna Valley at five places.

Arigna Mining Company's Workings. Countess of Kingston's property (i.) Aghabehy Mine.

Two of these workings are by the Arigna Mining Company on a royalty held from the Countess of Kingston. The principal working is on the Aghabehy property on the southern side of the Arigna River. It is a day level entering from the surface, and now extends some 600 yards inwards from the mine mouth.

I went into the mine, and saw the coal at the extreme end of the working. It measures twenty inches in thickness. The upper half of the coal is the best. The lower half is not so good.

The coal is won by the miners picking in the lower part of the seam, and about seven inches of fully a third of the whole thickness of the seam is produced as culm or dross, for only a portion of which is there any sale at a low figure, the remainder being stored on the surface, where large heaps of it are now lying.

The round coal is carted to Arigna Station, a distance of about 3½ miles, down a road with steep grades, at a cost of 2*s.* per ton.

The coal is not high-class. It contains a considerable percentage of ash, but it is, nevertheless, a useful coal, suitable for burning where there is a good body of fuel and a strong draught, and it is now carried considerable distances by rail. The local demand is small, the residents generally using peat, although some are now buying a little of the small coal, and work it up with clay into balls, and use it in their household fires.

(ii.) Seltannaveeny Mine.

The other mine belonging to the Arigna Company is the Seltannaveeny, situate on the mountain on the northern side of the Arigna River. The distance between the two mines owned by the Arigna Mining Company, measured in a direct line across the valley, is two miles; but when measured round the road, which in many places is steep, the distance is about five miles.

The coal worked in the Seltannaveeny Mine is similar to that worked in the Aghabehy Mine. The length of mine underground is about 200 yards, and I examined the coal at the face of the mine, where it also measures twenty inches in thickness.

From the mouth of the mine a tramway, several hundred yards in length, has been laid, along which the coal is conveyed to a depot at the side of the public road, from whence it is carted to the Arigna Station.

The total sales from the two mines belonging to the Arigna Company for the year 1902 are said to have been 8,687 tons, made up of 5,241 tons round coal, 2,918 tons culm, and 528 tons nuts, the latter being the round part of the small coal.

Mr. Layden's Workings.

Another colliery owner in the district is Mr. Michael Layden, who has also two mines, one of which, the Rover Lower, is also situate on the mountains on the southern side of the Arigna River, about half a mile eastwardly of the Arigna Company's mine; and the other is on the mountain on the northern side of the river at Tully Morrow, about two miles northward from the Arigna Company's Seltannaveeny mine. This Tully Morrow mine was formerly worked from an adit or day level, but now the coal is worked from a pit about twenty yards in depth. I examined the coal, and found it also about twenty inches in thickness, and somewhat similar to what has already been described. It is said that the output is presently about ten tons per day.

(i.) Tully Morrow Mine

(ii.) Rover Lower Mine

The Rover Lower mine is also an adit by which the coal has lately been won, and I found the coal in it at a distance of about 200 yards from the mine mouth to be about twenty-seven inches in thickness, although it was said it had been passed through as thick as three feet. The output is small, the quantity sold being said to range from fifteen to thirty tons per week, although the mine is capable of putting out more.

Messrs. Cullen Brothers' Workings.

There is another working by Cullen Brothers about three miles beyond the Arigna Company's mine on the southern side of the river, but the output is very small.

The seam worked by these mines, which is called the Main coal, is really the only coal for which an outside market may be found. Its extent may be traced with fair accuracy, as it, or the rocks with which it is associated, crop out on the face of the valley, the horizontal distance of the outcrop of the southern field being about 1,300 yards from the Arigna River, and the outcrop on the northern side being about a mile from the river, the vertical height above the river being about 500 feet, and in past days it has been worked along the outcrop or at places where the depth to it is shallow, the old pits still standing wholly or partially open, or their position where filled up being readily identified by small mounds of rubbish throughout the coal field. There are not, of course, any plans to show the extent of the old workings, but the system of working, and all that relates to them, makes it certain that the area worked was small, and in estimating the extent of unworked coal, I think it is reasonable to assume that three-fourths of the original area of coal is still unworked.

The length of field containing the main coal on the southern side of the Arigna River is about 4½ miles. It is at its widest on the south-eastern end, about a mile and a quarter, but much of it is less than half that width, and its area, as measured on Ordnance plan is about 1,630 acres. Deducting a fourth from that, and taking the coal as averaging twenty inches in thickness, it will contain a gross quantity of about 3,000,000 tons.

The field on the northern side of the Arigna River is not so large. It is about 2½ miles in length, and its area about 920 acres, and, deducting a fourth from that for past working, etc., the quantity of the main coal seam in the field will be about 1,650,000 tons. The total quantity of main coal is thus 4,650,000.

Fully a third of the seam is produced as small coal, so that the round coal available for general use will be about 3,000,000 tons.

The only means of outlet for the produce is by cartage to Arigna Railway Station, down a steep road, at a cost for cartage of two shillings per ton. From some of the more distant parts of the field the cost will necessarily be greater. Cartage is an uncertain and unsatisfactory mode of dispatch. It prevents natural increase of production, it breaks the coal in transhipment, and as at times it has to be temporarily stocked at the railway depot, it suffers from exposure to the weather, and by breakage caused by stocking and subsequent lifting from stock.

The lands under which the coal extends are owned by several proprietors, and the coals are let only in those which are worked by the Arigna Company, by Mr. Layden, and by Cullen Brothers. There are several properties in which the coal is unlet, and in which it is now lying dormant, although there have been partial workings in most of them.

Previous estimates of quantity of coal.

These figures of quantity are greatly under the calculations made in former days. The earliest report I have seen is by Mr. Richard Griffiths, junior, his report being published in the year 1818. Mr. Griffiths writes of two areas, the one extending to 2,800 acres, and the other of 1,200 acres (the addition of these being 4,000 acres), and immediately following thereon he deals with a total of 5,000 acres, and an estimated quantity of 30,000,000 tons, as if he intended to show the total quantity of coals of all kinds without reference to their workability. The large area shown in his calculation was, therefore, doubtless arrived at by including the area under which the inferior coals extend, and which I exclude from calculation, and probably also to the inclusion of another area, which is without the Arigna Valley. Weight is lent to my inference from the fact that the other factor in his calculation is the quantity of 7,840 tons of coal per acre. To yield that quantity would require a thickness of five feet three inches of coal. In the table of strata contained in his report three coal seams are described, the strata being recorded in ascending order, the lowest first and those are:

No. 8. Coal mixed with thin laminas of slate clay, 1 to 3 feet.

No. 12. Good coal mixed with thin laminas of slate clay, 2 ft. 6 ins. to 3 ft. 4 ins.

No. 15. Coal, upper bed, 8 to 9 ins.

Averaging these thicknesses we have:

No. 8,	. . .	2 feet 0 inches
No. 12,	. . .	2 ,, 11 ,,
No. 15,	. . .	0 ,, 8 ,,
Total,	.	5 feet 7 inches

It is thus apparent that his report was, as already said, intended to give an estimate of the gross quantity of coal in the field without reference to its capability for use, or the possibility of its being worked. It is clear, however, that for marketable and profitable purposes the upper bed, which is only from eight to nine inches in thickness, should be wholly eliminated from calculation, and that the lower seam described by Mr. Griffiths as varying from one to three feet in thickness, and which he says "contains numerous thin layers of black slate, which renders it of little value except for lime-burning," and that "on exposure to air it soon divides into thin flakes," and that it was "never wrought," is of little commercial value, and it might have been better if the quantities had been estimated separately.

As regards the "good coal" seam, which Mr. Griffiths states as being from 2 feet 6 inches to 3 feet 4 inches in thickness, it is probable that such thicknesses may prevail in a portion of the field which was being worked when his report was written; but, as I have shown, the coal is much thinner at the various places where it is now worked, and I also found that in the recent workings there are patches of the seam which have been mined around and left unworked owing to the coal having thinned down several inches under the twenty inches which is recognised as being about the workable thickness, and that at which it is generally found. Consequently twenty inches seems a fair average thickness.

The reporters who have more recently dealt with the extent of coal have, like myself, eliminated the upper and lower coals from calculation, and based their estimate of quantity on the one seam at a thickness of twenty inches, but in arriving at a quantity of 10,000,000 tons it would appear as if they had, like Mr. Griffiths, taken the area of field at 5,000 acres. Whether they personally inquired into the area, or simply accepted Mr. Griffith's area, I cannot say, but it is apparent how the divergencies in the views expressed by the various reporters have arisen.

Then as to the main coal. The way in which it may be generally opened out makes it suitable for economical working. The practice was in past years to work it from vertical shafts; but in recent years advantage has been taken of the natural contour of the ground to open it out by day mines or adits. In that way it may be conveyed cheaply from the mine face to the surface, and the drainage of the mine is obtained inexpensively. Capital outlay is, therefore, less, and the working costs are also less than are entailed where shafts are necessary. But the small output now obtained from individual openings makes on-cost expenses high, and if the outputs were increased, the cost of the coal per ton would be diminished. The coal is presently wholly drawn underground by manual labour, and as the hutches or tubs in which it is carried contain only about three-and-a-half hundredweight each, a great deal of travel is required for a small quantity. The small hutch is partly a consequence of an endeavour to reduce working costs by the limitation of the height of roadway, the ordinary working roadways being from 2 feet 6 inches to 3 feet high, so that it is only young lads that can perform the drawing. From somewhat similar seams worked in Scotland the weight of coal in each hutch is, as a minimum, about double of that at Arigna. As workings advance and roadways lengthen it will become of greater importance to have larger hutches, and if the mines are extended so as to work the whole coal to the outcrop on the other side of the mountains, and bring it to the surface in the Arigna Valley, it will be proper to introduce mechanical haulage, so as to reduce the cost of underground haulage to a minimum. It is of course desirable to increase the output quantity, so as to get full advantage of mechanical appliances.

If that were done it would be also proper to introduce coal-cutting machinery, by which working costs would be further reduced, and the dross produced would be lessened by about half, the quantity of round coal being correspondingly augmented.

To attain that the markets for the coal would have to be extended, and much larger outputs raised from individual mines.

A railway in the valley would tend to do so. Such a railway should be public, open to the various properties abutting thereon, and, being in the valley, the coals could be generally taken in the hutches direct from the mine down self-acting tramways, and discharged into the railway wagons without transhipment, at a saving, after allowing for the dues on the railway, of not less than one shilling per ton. There would be a further saving by less breakage of the coal, and any quantity for which a market could be found could be worked and despatched with facility.

As to the markets for the coal, my view is that the Arigna coal is generally of a lower value than the Scotch coals, and possibly if these were placed alongside each other the Ayrshire coals would command from one to two shillings per ton over the Arigna coal, as prices now are. The lowest price presently commanded by the Ayrshire coals is about 12*s.* per ton on quay at Belfast. Arigna coal could be put on rail at present costs about 10*s.* per ton, and leave a good profit, and therefore the one could start from its place of origin at Arigna, and the other from Belfast, and meet midway, where the Arigna coal could be sold at 2*s.* per ton less than the cheapest Ayrshire coal, and, if improvements were effected in mining at Arigna and outputs increased, so as to lessen the cost of production, a correspondingly greater pull would be obtained over the Ayrshire coals, and the market would be correspondingly widened. I, therefore, think that it might be reasonably expected that all along the narrow gauge lines to which the Arigna coal could be carried without transhipment, they would command a sale. What may be the total coal consumption in the district thus commanded I am unable to say, but I think that it might be taken that within such a radius it would be so extensive as to permit of the present output being very largely increased.

As regards the culm or small coal, were that produced in larger quantity a market might be found for it by making it into briquettes either at Arigna or carrying the culm and the tar or pitch to a common centre, and manufacturing it there, and so the trade arising from the working of the subjects would be correspondingly enlarged.

Similarly, in days to come when the main coal seam is getting worked out, or, possibly before that, the inferior crow coal, which I have for the present discarded from calculation, might be worked, crushed, washed, and cleaned, and made into briquettes with advantage both to the worker and to consumers for whom such fuel might be suited.

In connection with the development of the coal industry, it will have been observed that there are a number of properties in which the minerals are unlet and not worked. If developments were undertaken it might be expected that the whole of the proprietors would wish operations to be directed to the working of the minerals in their lands, so that they might obtain a share of the royalties to be derived therefrom. I fear it would be impracticable to do so, although it might, nevertheless, be prudent for a company to secure the rights over more of the lands than they were prepared to work at the start, so that undue competition would be avoided.

I think that it would be proper to aim at the ultimate equipment of two mines, one on each side of the valley, looking for an output of about sixty tons per day, or, say, 15,000 tons per annum, from each mine (250 working days in the year); and surely one is not over sanguine in assuming that in the wide area to be served a market would be found within a short period for 30,000 tons per annum. The mines could output a half more, and not improbably double the quantity.

The flatness at which the coal is found, and the comparative ease with which it may be opened out by day mines makes it unnecessary to provide heavy machinery.

The main seam of coal would maintain an output of 30,000 tons per annum for more than a hundred years, and I have little doubt but that before the expiry of that time the crow coal would be worked and treated as hereinbefore indicated, and the life of the field with a similar output prolonged for about another hundred years.

Flagstones.

Crosshill Quarry.

The Arigna Company have been working flagstones from a quarry on the leasehold on the southern side of the Arigna River at Crosshill. The beds presently worked underlie the coals. Three men were employed in the quarry when I visited it. I understand that the leading man of the three contracts for the working and is paid a shilling per square yard for working and dressing the stones. The face of the quarry presently consists of about five feet of surface clay and stones, followed by three feet of gritty stone, then 3 feet 4 inches of flagstone, 2 feet 8 inches of sandstones, and other 3 feet 9 inches of flagstones. That gives fully seven feet of flagstones. The flagstones are of a pale brown colour. They generally have natural beds, varying from about two inches to five inches in thickness, and some of the stones can be got of an area of about six feet square. The total sales for the last year were, I am informed, 181 tons, consisting mainly of door sills and lintels and kerbs for causeway purposes. They are said to be sent as far as Longford.

Cruck Dhu Quarry.

I was informed that on the top of the Kilronan Mountains, at Cruck Dhu, above the coals, the flagstones were superior to those under the coals at Crosshill, the reason for working the latter being its greater accessibility. Accordingly, I also examined Cruck Dhu quarries, and found that in past years there had been considerable quarrying. The stones outcrop on the face of the slope, and the total thickness of rock of one kind and another may probably be about fifty feet. But I could examine only a few feet of it. The extreme upper beds are thin, and had been evidently quarried for roofing tiles, of which kind of rock I saw about three or four feet; lower down heavier flagstones had been obtained of varying thicknesses up to five or six inches, and they could apparently be got of large dimensions. I saw an old working face of a total thickness of seven feet, but the bottom of the rock had not been reached. These stones are, I think, of a somewhat better colour than the other. The man who presently works the Crosshill quarry said he had also worked this, and, when asked about the stones here, he said he liked the stones where he now was working equally well with the others.

The conclusion I arrived at is that there is an extensive deposit of flagstones which might be cheaply worked. The stones have to be carted from the present quarry to rail, and, while the road is not good as a whole, the portion of it which extends from the public road into the quarry is very bad. There is no road to the higher quarry, and the stones had to be carried on the backs of animals down the hill. Given proper facilities for getting away the stones, a cheap flagstone and other kinds of special stones could be had, but the extent of market which there may be for them I cannot say; but one cannot help thinking there must be a considerable market, which, however, would need to be cultivated, and the trade pushed.

Ironstones.

At Arigna the ironstones are embedded in the blaes or slate clay, which rise up from the river to a thickness of several hundred feet. So far as I can judge, the bands of ironstones are not numerous, for I saw great thicknesses of the slate clay in which there are no signs of ironstone seams. At one place on the river bank I observed two beds of ironstones, the one an irregular nodular deposit, which might average about nine inches in thickness, and the other, about four feet higher, might average three or four inches in thickness. There was no evidence of these having been worked. There had been constructed in ancient days, at great expense, a tramroad from the Arigna Ironworks up the valley, and past the place where I saw those beds, and that tramway led into an adit by which I understand ironstones was formerly worked for manufacturing purposes at the ironworks. The adit could not now be examined, and I did not see ironstones in the strata near its mouth, so that what was the thickness or kind of seam operated upon I am unable to say. But judging by the general stratification and from all I can learn I think we may assume it was Clayband ironstones which were worked. Several analyses have been placed before me of the ironstone seams at Arigna. These show some of the ironstones to be good Clayband seams; but they are not as a whole better than the usual run of Clayband seams in Scotland, of which there are many not far removed from the ironworks lying dormant, because manufacturers for the present prefer imported ores. And without wishing to decry the quality of the Arigna ores, I would, nevertheless, point out that where the subject of analyses has been a ball or nodular piece of ironstone, the result is better than the whole mass proves to be in practical working.

Further, in considering the value of the Arigna ironstones, some parties have thought that the cost of 2*s.* 6*d.* per ton, at which it is said it was formerly obtained at outcrops along the hillside, or collected from the bed of the river, is that at which calculations of cost and price at which the calcined ore might be delivered in Scotland or England should be based. From what I have seen of the positions of the deposits and otherwise, I would say that while it is possible that some little quantity of ore might be still collected at a nominal cost, yet for a regular working, it would be proper to take the cost of the ore at not less than about 7*s.* 6*d.* per calcined ton.

I, therefore, conclude that for the present the iron ores in the Arigna Valley cannot be worked and disposed of to a profit.

Fireclay.

I have already (par. 3, p. 1), referred to the fireclay where seen by me, and I may add that no one pointed to any place in the valley where it is in better condition. I have, therefore, no other course than to say it must for the present be left out of count.

Shale, otherwise Blae or Slate Clay

I was much struck by the large thickness of shale beds to be found in the valley, and by the readiness with which they might be worked or quarried.

Up till a few years ago no value was attached to such shale. But it was found that shales generally can be made into a cheap brick, which are useful for a large variety of building operations, and so work after work has been laid down for the manufacture of the shale heaps which had in former years been raised to the surface in connection with the working

of thin ironstones and coal seams, and which had for long encumbered the ground as unsightly heaps.

They became valuable properties, and, wherever near a building centre they are being worked up rapidly, and the manufacture of more distant heaps are being gradually undertaken.

From my acquaintance with such manufactures, I entertain the belief that the shale deposits in the Arigna Valley might be made into a good useful brick, which could be sold at Arigna at a little over 20*s.* per 1,000 with a fair profit. I think such a brick would be of much benefit over a large district. A wide market is needed, because a single machine will make about 2,500,000 bricks a year, and two machines can be worked more cheaply than one, so that manufacturers generally aim at the productive capacity of a work being not less than 5,000,000 bricks a year, equal to a tonnage of about 20,000 tons.

While I have given expression to the foregoing view, it is proper to add that before incurring expense or outlay, or otherwise making the shale a feature for consideration, it would be proper to have it practically tested.

DAVID RANKINE.

APPENDIX No. 2.

REPORT on CERTAIN MINERAL DISTRICTS in the county of Leitrim, furnished to the Department of Agriculture and Technical Instruction, by Mr. E. ST. JOHN LYBURN, A.R.C.S., F.G.S., Mining Engineer.

October, 7th, 1904.

In accordance with instructions received from the Secretary of this Department, I proceeded to the County Leitrim, and inspected the districts mentioned below:—

Creevelea.

Various attempts have been made at Creevelea to work the clay ironstones which are found in the vicinity, but so far these attempts have not been successful. The clay ironstone occurs either as continuous bands or as nodules in the Yoredale series, which series underlie the coal measures. The bands vary in thickness from, say, four to ten inches.

At Tullynamoyle there are two beds of clay ironstone exposed on the sides of a mountain stream. They average about six inches in thickness. Some work has been done here, and I examined one of the old dump heaps, and found some of the pieces of ironstone to measure about eleven inches in depth.

At Gowlan there is an exposure of clay ironstone in a stream, averaging about nine inches. The ironstone deposits also appear to exist on Altavra.

Throughout the district numerous nodules and pieces of clay ironstone are found in the streams and alts.

At Boleybrack, north-east of Creevelea Iron Works, coal measures occur. A shaft was sunk some years ago, and coal is said to have been discovered. I could not get down the shaft, as it is full of water and *debris*. At another place, said to be on the townland of Lackagh, a small prospecting pit has been sunk to a depth of about five feet. I managed to get into this pit, and crept along a small drive about ten feet long. In the face of the drive I saw some coal. It was not possible to measure the exact thickness of the coal seam, as it would be necessary to mine the floor and the roof in order to state definitely the thickness. Boleybrack and Dackagh should be prospected either by means of shafts or diamond drills, in order to ascertain the thickness of the seams. My guides were unable to show me the mearings of the townlands. It would therefore be necessary to define accurately these mearings before a spot could be selected for boring.

Slieve-an-Ierin.

This district is called the Eastern Connaught Coalfield. Very little work has been done on this coalfield, and I consider it worthy of being examined either by means of shafts, adits, or diamond drills, in order to prove the formation, the portions deserving examination being the high parts of the mountain, where the millstone grit series are found. The valleys should not be prospected, as they are mostly composed of Yoredale shales and limestone, and coal will not be found in such formations. I examined various places where work has been done in looking for coal, but I could not obtain any definite information, owing to the shafts being filled in. In the event of boring being decided upon, it would be first necessary to define the mearings of the various townlands, and to have same pointed out by the owners of the townlands before a site could be decided upon. Bencroy or Gubnaveagh should receive the first attention of the prospector. Clay ironstone occurs in many places in the Slieve-an-Ierin district.

Drumkeeran.

I visited the site of the old pottery works at Spencer Harbour. It appears that about thirty years ago a pottery existed there. This pottery turned out bricks, roofing tiles, and common pottery ware. The works are now in ruins. The clay is suitable for the manufacture of such articles, but before anything could be done here the question of markets should be carefully studied. I also examined an outcrop of carboniferous shale about three-quarters of a mile from the site of the old pottery. These shales were formerly used for the manufacture of bricks.

Gypsum (plaster stone) is found in the boulder clay or drift along the shores of Lough Allen at Spencer Harbour. The gypsum occurs as boulders, and I did not see any evidence of a bed of gypsum. I do not consider that it would pay to mine these boulders, as such mining would be more or less of random mining.

Twigspark.

A shaft was put down here some years ago, but is now filled up. I examined the dump heap, and found indications of lead ore. There is no outcrop of a lode to be seen.

Shanvans.

Some prospecting work has been done here. The workings are now overgrown with bush. I found some pieces of copper pyrites. No outcrop of the lode is to be seen.

Cleiragh.

I examined a deposit on the top of the mountain at Cleiragh, near Glenade, where some work has been done. The lode here consists of calciumcarbonate, and barytes. In order to prove the lode it would be necessary to do some prospecting work, but I could not advise any expenditure in this direction, owing to the inaccessible nature of the deposits.

The iron ore of Leitrim is a clay ironstone, and averages about 35 per cent. of iron as compared with hæmitite, which contains 55 per cent. Clay ironstone is not worked to such a large extent as formerly. An ordinary blast furnace to produce, say, 50,000 tons per annum of pig-iron requires about 150,000 of clay iron-stone. A blast furnace should have a "life" of about fifteen years in order to refund the capital (with interest) expended on the erection of such furnace. This would, therefore, mean that the contents of the ore body or deposit should be 2,250,000 tons. A casual supply might be procured from the alts throughout the county, but these would in time become exhausted, and it would be necessary to either "open-quarry" the material or mine it by means of shafts and levels.

During the course of my investigations in County Leitrim, I examined a place at the foot of Slieve-an-Ierin Mountains, where the owner of a property was advised to sink for coal in the Yoredale shales. The attempt was a failure, and the pit should have never been sunk. I mention this case as a warning to those who hold that coal occurs in these shales, and, as stated above, the valleys in this district of Leitrim are mostly in Yoredale shales, whilst the mountains are mostly in millstone grit.

I also visited the coal deposits worked by the Arigna Company at Arigna, and by Mr. Michael Layden at Knockatean. These deposits at Arigna and Knockatean are handicapped by want of transport facilities.

(Signed), E. ST. JOHN LYBURN,
A.R.C.S., F.G.S.,
Mining Engineer.

APPENDIX No. 3.

Correspondence between the Irish Flour Millers Association and the Railway and Canal Commission, the Great Northern (Ireland), Great Southern and Western, Midland Great Western, and Midland (Northern Counties Committee) Railway Companies on the subject of the analyses and equalisation of Grain and Breadstuffs rates, handed in by Mr. W. E. SHACKLETON, during his examination on the 15th October, 1906.

RAILWAY AND CANAL COMMISSIONERS,
Royal Court of Justice,
Strand, London, W.C.,
19*th October*, 1904.

SIR,—I am directed by the Railway Commissioners to acknowledge the receipt of your letter inquiring as follows:—

1.—When an Irish railway carries flour and grain products at a through rate from a town in England to a town in Ireland, can the Irish railway be obliged to show and can the public ascertain what proportion of this rate is earned by the Irish Railway for its portion of the service?

2.—Would an Irish railway be obliged to carry similar quantity of similar goods over their portion of the route at the same rate as their portion of the through rate?

And I am, in reply to your first inquiry, to say that if the through rate comes under Section 25 of the Railway and Canal Traffic Act, 1888, the portion intended for each company is required to be stated, and that if it is an agreed through or joint rate and application is made to the Commissioners for an order to show how much of it a company party to it receives, such an order could be made.

And in reply to your second inquiry, to say that it does not appear to be illegal for a company's local rate to be of higher amount; the power to charge two terminals in the one case, where only one or none could be charged in the other, would alone furnish ground for a difference.

I am, Sir,
Your obedient servant,
(Signed), THOMAS WHITTALL,
For the Registrar.

II.

CARLOW,
16*th August*, 1905.

DEAR SIR,—I am instructed by the Committee of the Irish Flour Millers' Association to write you on the subject of "through rates" from English manufacturing centres to stations on your system.

Irish Millers are placed at a disadvantage by the fact that their English competitors are enabled to send their products to many inland points on your system at a rate, your portion of which is considerably less than the sum you charge Irish Millers over the same mileage.

This applies not only to Millers at such ports as Dublin, but still more emphatically to many country mills.

In considering the question as a whole it should be remembered that the consumption of mill products in any district bears a constant proportion to the population. That is to say, that to each district a certain tonnage of such goods has to be carried (whether in the form of grain to supply mills or of manufactured goods) and no reduction in freights will increase the quantity consumed. Your company is therefore at a definite loss if your share of earnings on a through rate is any less than the rate from the port of entry, or in the case of inland mills the aggregate of local rates. And in the latter case your loss is probably greater, as pointed out above.

In the past, when there was a large import trade in flour from America, Irish Millers were much handicapped by the cheap rates at which flour was distributed *through Ireland on Ocean Bill of Loading Freights*, a concession quite indefensible from an Irish point of view. English Millers are now endeavouring to get cheap through rates, so that by obtaining unfair preference in freights they may capture the Irish trade in flour lost by the Americans.

Our Association, therefore, asks you for equalization of your local freight rates in all cases, with the equivalents of the amounts you earn on through rates.

Yours truly,
(Signed), E. SHACKLETON.

B. Gamble, Esq.,
Goods Manager,
Great Northern Railway (I.),
Belfast.

J. Cowie, Esq.,
Traffic Manager,
Midland Railway (Northern Counties Committee),
Belfast.

III.

Great Southern and Western Railway,
Traffic Manager's Office,
Dublin,
August 10*th*, 1905.

DEAR SIR,—I am in receipt of your letter of the 4th inst., asking that the company equalise our local rates with the equivalent amounts we receive out of through rates for grain and breadstuffs.

The matter has been carefully considered, and I regret the proposition is one that, for many reasons, cannot be agreed to.

If you desire it, I will call and state the objections fully.

Yours truly,
(Signed), E. A. NEALE.

The Secretary,
Irish Flour Millers' Association.

IV.

Great Northern Railway Co. (Ireland),
Goods Manager's Office,
Belfast,
17*th August*, 1905

Reduced Through Rates for Flour, &c.

Interior English Stations to Interior Irish Stations.

DEAR SIR,—I am in receipt of your letter of yesterday, and in reply beg to say that no proposal has been put before the company for reduced through rates from Interior English Stations to Interior Irish Stations for flour or other breadstuffs, and if such a proposal is made you may rest assured that the interests of the Irish trade shall not be overlooked.

Yours truly,
(Signed), B. GAMBLE.

The Secretary,
Irish Flour Millers' Association.

V.

Midland Railway Company,
Northern Counties Committee,
Traffic Manager's Office,
Belfast,

22*nd August*, 1905.

DEAR SIR,—With reference to your letter of the 16th inst., I have looked carefully into the matter to which you have called my attention. I am at all times most anxious to encourage the local industries, but cannot see at present that your letter applies to the position. So far as our line is concerned, there is not any traffic passing and booked through from interior English manufacturing centres to stations on our system, and can assure you that in considering any proposal for reduced rates from such points which may come before me, the interest of the Irish business will be kept in view.

Yours truly,

(Signed), JAMES COWIE,

Traffic Manager.

VI.

Midland Great Western Railway of Ireland,
Goods Manager's Office,
Broadstone Station,
Dublin,

28*th August*, 1905.

DEAR SIR,—With reference to your letter of the 4th inst., regarding rates for meal, grain, flour, etc., and asking that we should equalise our local rates in all cases with the equivalent amounts we receive out of through rates, I beg to say that the subject has been fully considered, but I regret your proposal is one which could not be agreed to.

Yours faithfully,

(Signed), R. MORRISON,

Goods Manager.

The Secretary,

Irish Flour Millers' Association.

On the appointment of this Commission the following identical letter was addressed to the same railway companies:—

VII.

4*th September*, 1906.

DEAR SIR,—I have been directed by the Committee of the above Association to request you to kindly let me have particulars of your present rates of freight, per ton, for ton and wagon lots, and special (if any) on grain, flour, bran, pollard, and Indian meal, between Liverpool and the stations named, also those between Dublin and the same stations.

Will you further be good enough to give me an analysis of the construction of each rate, through and local, for the information of my Committee, who propose appearing to give evidence before the "Vice-regal Commission on Irish Railways"?

Yours truly,

(Signed), JOHN BROWN.

The railway companies have supplied particulars of rates asked for, but only three of the companies have taken any notice of our request to furnish an analysis of rates. The following letters have been received from the G. S. & W. Rly., Great Northern, and Northern Counties:—

VIII.

Great Southern and Western Railway,
Traffic Manager's Office,
Dublin,

September 14*th*, 1906.

R.I. 73029.

DEAR SIR,—In reply to your application of the 4th inst., I beg to enclose herewith particulars of the rates for grain and products between the stations named in your letter, and Dublin and Liverpool.

With regard to the second paragraph of your letter, I would point out that, in respect of the Dublin rates, the figures are all considerably below what the company is entitled to charge. They have not been made up on any fixed basis, having regard to a separate charge for each of the services and accommodations they are made to cover, but as comprehensive figures, and such an analysis as you ask could not be but fictitious. I have shown this company's maximum powers for the information of your Committee.

Yours truly,

(Signed), E. A. NEALE.

John Brown, Esq.,
Irish Flour Millers' Association,
Dublin.

IX.

Great Northern Railway Co. (Ireland),
Goods Manager's Office,
Belfast,

2*nd October*, 1906.

G.M.B. 06/2697.

Rates for Flour, etc.

DEAR SIR,—I am in receipt of your letter of the 28th ultimo. Having regard to the low rates that are charged for the traffic mentioned by you as compared with what the company is authorised to charge, it does not seem necessary to analyse the rates. If, however, any parties who have sent this traffic desire this information with reference to any consignments they have forwarded, and will give me particulars, the matter will have attention.

Yours truly,

(Signed), B. GAMBLE
W. R.

The Secretary,
Irish Flour Millers' Association,
Dock Mill,
Dublin.

X.

Midland Railway Company,
Northern Counties Committee,
Traffic Manager's Office,
Belfast,

5*th October*, 1906.

DEAR SIR,—In reply to your letter of the 28th September, I beg to say that the exceptional rates quoted are considerably under the ordinary class figures and have not been made up on any fixed scale, as including a separate and distinct fixed charge in respect of each of the services and facilities which they cover, but as all round rates having regard to the circumstances and the exigencies of the traffic and with a view to develop and encourage business, and, therefore, any such analysis of these rates, such as that asked for, would be more or less fictitious.

Yours truly,

(Signed), JAMES COWIE,
per R.L.,
Traffic Manager.

John Brown, Esq.,
Irish Flour Millers' Association,
Dock Mill,
Dublin.

APPENDIX No. 4.

COPIES of LETTERS between LORD GRANARD, POST OFFICE, LONDON, and the Right Hon. Lord PIRRIE, P.C.; and between the POSTAL AUTHORITIES, DUBLIN, and the SUPERINTENDENT OF THE LINE, Great Northern Railway (Ireland), relative to proposed alterations in the running of the night Mail trains between Dublin and Belfast, referred to in the evidence of Mr. J. M. COX, Dundalk, on the 15th March, 1907, and Dr. E. M. THOMPSON, Omagh, on the 17th October, 1907.

I.

(M. 3/14503.)

Great Northern Railway Co. (Ireland),
Office of Superintendent-of-the-Line,
Amiens-street Terminus,
Dublin, *4th July*, 1903.

DEAR SIR—

We have received a memorial from the residents of Lurgan and Portadown praying that the 10 p.m. train from Belfast to Portadown should be altered to leave at 10.30 p.m.

It is proposed to alter the train to 10.30 p.m., and run through to Lisburn without stopping, but calling at Moira and Lurgan, as at present, arriving in Portadown at 11.20 p.m.; also to run a local train from Belfast to Lisburn at 10 p.m., calling at all intermediate stations.

I shall be glad to know if the Department have any objection to such an arrangement being brought into operation.

Yours faithfully,

(Signed), R. J. MOORE.

The Secretary,
General Post Office, Dublin.

II.

General Post Office, Dublin,
Reg No. 23514.
5th August, 1903.

SIR—

With reference to your letter of the 4th ultimo (M. 3/14503), relative to the question of starting the night mail train from Belfast at 10.30 p.m. instead at 10 p.m., I have to inform you that with an arrival of the train at Portadown so late as 11.20 p.m., the forward parcel mails could not be dealt with in time to connect with the despatch by the Londonderry train, assuming that that train would still leave at the present hour, viz., 11.40 p.m. In the circumstances, it is feared that no change in the working of the train from Belfast, involving a later arrival at Portadown than now, could be agreed to.

I am, Sir,

Your obedient servant,

(Signed), R. A. EGERTON,
Secretary.

R. J. Moore, Esq.,
Great Northern Railway Company,

III.

General Post Office, London,
17th December, 1907.

DEAR LORD PIRRIE—

I have now looked into the question of arranging for a later departure of the night mail train from Belfast to Portadown, about which you wrote me on the 5th November.

The later departure would be of very little benefit to Belfast postally, as letters could not be posted later than at present, except at the head office, and even the slight gain afforded there would necessitate an altogether disproportionate expenditure on staff alterations. But even if we did waive our objection on this ground, the amount of work which must be done in the Portadown Office between the arrival of the train from Belfast and the departure of the train for Londonderry is such that we must have an interval of at least half-an-hour, so that the principal objection to the present service from the passenger point of view would not be remedied.

There are other objections, with which I need not trouble you; but you will see from the foregoing that the Post Office would not be justified in consenting, at any rate at present, to the suggested later departure of the train.

Yours very truly,

(Signed), GRANARD.

The Lord Pirrie.

IV.

General Post Office, London,
4th June, 1907.

DEAR LORD PIRRIE—

I have made enquiry as to the suggestion in your letter of the 26th of April, that the mail train for Belfast which at present leaves Dublin at 8.20 p.m. should start half-an-hour later.

The Postmaster-General would have no objection to the later start from Dublin, but it would be necessary, in order to avoid serious delay to the mails throughout the district served by this train, that the present time of arrival at Portadown should be maintained.

If the railway company can arrange this without any expense to the Post Office, we shall be happy to alter our arrangements accordingly.

Yours very truly,

(Signed), GRANARD.

The Right Hon. Lord Pirrie.

APPENDIX No 5.

LETTER from IRISH GOVERNMENT transmitting copy of a report made to the Board of Works by Mr. R. H. LIVESEY, C.E., into the working of the West and South Clare Railways.

No. 19450. DUBLIN CASTLE,
7th September, 1907.

SIR,—I am directed by the Lord Lieutenant to state, for the information of the Viceregal Commission on Irish Railways, that His Excellency in May last requested the Board of Works to institute an inquiry under Sec. 7 of the Railways (Ireland) Act, 1896, into the working of the West and South Clare Railways, the Board being advised that the above section applied to those lines.

Mr. R. H. Livesey was accordingly instructed to carry out the inquiry, and has now submitted his report.

The railway company, while affording facilities for the inspection, contended that the section in question did not apply to their lines, and the law officers of the Crown concur in that view. His Excellency is, therefore, precluded from taking further action under the section, but he desires me to transmit to you, to be laid before the Commission, the accompanying copy of Mr. Livesey's report.

I am, Sir,

Your obedient servant,

(Signed) J. S. Dougherty.

The Secretary to the Viceregal Commission on Irish Railways,

13, Stephen's Green, North, Dublin.

(Copy of Mr. R. H. Livesey's Report referred to above.)

Commercial Hotel,
Donegal,
4th July, 1907.

Re West and South Clare Railways.

Sir,—In accordance with the directions of the Commissioners of Public Works, contained in your letter of the 4th June (6082-07), I beg to say that I have made a careful examination of the West and South Clare Railways, and have also gone fully into the half-yearly accounts for the three years ending 31st October, 1906.

Secretary and Accountant's department.

I will first deal with the Secretary and Accountant's Department in Dublin. This I found well organised, and the work of the office satisfactorily carried out. Mr. Kennedy, the Secretary, has only two assistants at salaries of £78 and £39 per annum respectively, his own salary being £320 a year, but out of this he has to pay the rent of the Dublin office, *i.e.*, £50 a year, leaving his net income £270.

Traffic department.

The Traffic Department, under Mr. P. Sullivan, Ennis, appeared to be satisfactory, and I could not say it could be much improved.

Small reductions in the staff might be made, such as the porter at Corofin being dispensed with, where there is not sufficient work for two men, and one or two other stations might have the staff reduced, but they would not materially affect the net earnings.

Locomotive, Carriage, and Wagon, and Permanent Way departments.

The locomotive, carriage and wagon and permanent way departments are run very extravagantly, and it is in these that any real saving could be made.

Locomotive Department.

The cost of locomotive running on the West and South Clare lines for the year ending 31st October, 1906, was 6¾*d.* per train mile, and for locomotive repairs for the same period 3.20*d.* per train mile.

Had those lines been worked at the same rate as the Donegal Railway, the respective costs would have been 5½*d.* and ¾*d.* per train mile, and the saving would have amounted to £2,463 for the periods mentioned.

Permanent Way.

The total cost for maintenance of way, works, stations, and buildings on the West and South Clare lines for the year ending 31st October, 1906, for the fifty-three miles was £5,374, equal to £101 8*s.* per mile of line.

The cost for same on the Donegal line for the year ending 30th April, 1906, was for 106½ miles £5,049, equal to £47 12*s.* 8*d.* per mile of line.

If the West and South Clare Railways had been worked at same cost, the saving for the year ending 31st October, 1906, would have been £2,849 12*s.* 8*d.*

The West and South Clare Railways pay the gangers on permanent way 14*s.* per week, and the surface men 12*s.*

The Donegal Railway pay the gangers 18*s.* per week and the surface men 14*s.* per week, so that the saving shown would have been considerably higher if the Donegal Company paid same rates.

In addition to the ordinary platelayers on the West and South Clare lines, of which there are fifty-three men, being one man per mile, and which is more than sufficient for a narrow gauge line, I found an *extra* staff averaging thirteen men, were practically constantly employed on the permanent way to do work which should be done by the ordinary platelayers or surface men. The cost of this extra staff for the year ending 31st October, 1906, was £361 9*s.* 6*d.* This is totally unnecessary.

Mr. Barrington, C.E., Limerick, receives a salary of £300 per annum, and in addition he was paid £106 4*s.* 4*d.* for expenses for the year ending 30th April, 1907, which includes 10*s.* per week for clerical assistance.

Of course Mr. Barrington is non-resident; but he or his assistant pay visits at intervals.

There is a permanent way inspector at Ennis at £117 a year. £104 should be sufficient.

There is also a storekeeper at Ennis at £104 a year. Half this would be quite enough.

So far as the permanent way, locomotive, and carriage and wagon departments are concerned, they are run very extravagantly. I do not blame Mr. Carter, the resident locomotive engineer, as I understand he is under Mr. Barrington's orders, and has to carry out the latter's instructions.

Although there are quite sufficient carpenters and painters at Ennis Station for such a line, there is a carpenter and painter also stationed at Miltownmalbay Station. They are not required.

Gross working expenses per mile of line

The gross working expenses on the West and South Clare lines for the year ending 31st October, 1906, were £21,441, being an average of £404 10*s.* per mile of line (fifty-three miles).

The gross working expenses of the Donegal line for year ending 1st May, 1906, were £24,921 1*s.* 1*d.* for 106½ miles, average being £235 per mile of line.

Had the West and South Clare Railways been worked at the same cost as the Donegal line the saving would have amounted to £8,475 for the year 1906, and this may be taken as the average for the past three years.

I consider it better to take the Donegal line for comparison for working costs, as it is a properly fenced in line throughout; whereas the Clogher Valley and Cavan and Leitrim run practically on the highway, and are more tramway than a railway. There is no comparison between the two lines, *i.e.*, Donegal and West and South Clare, in other respects. The former has more numerous and much better stations; the permanent way is also far superior. The gradients are also heavier than on the West and South Clare Railways.

Directors.

The amount paid in directors' fees and expenses for the three years ending 31st October, 1906, was £945 9*s.* 5*d.*, being a yearly average of £315 1*s.*

Loss in working.

I find the actual loss on the two lines for the three years ending 31st October, 1906, amounted to no less than £36,871 10*s.*, being an average of £12,290 10*s.* per annum to be made good by the baronies, half of which loss, so far as relates to the dividend, is recouped by the Treasury.

I may remark that in taking out the gross working expenses of the West and South Clare lines, as compared with the Donegal Company, I took into account the fact that an amount of £1,645 14*s.* 2*d.* had been charged to revenue in the West Clare accounts for the six months ending 31st October, 1906. This I considered in making the comparison had been set off in the Donegal Company's accounts by the increased sums paid in rates and taxes and law charges, which exceed the West and South Clare by about £750. Then there was £400 charged to renewals of locomotives and permanent way, besides increased expenditure under several other heads, notably, compensation and new sea wall.

Mr. Patrick Haugh's complaint.

I had almost overlooked this. I made inquiry, and found the complainant had written to the Board of Trade withdrawing his complaint, as you will see from the accompanying copy of letter from the Board of Trade, dated 8th May, to the Secretary of the West Clare Company.

In the meantime Mr. Dudley, the company's solicitor, and the secretary had been directed by the Board to go to Moyasta, and personally inquire into the matter, which they did. They found there was no foundation for Haugh's allegations, and the latter declined to have anything further to do with it. It appears to have been personal spite.

I beg to remain, Sir,

Your obedient servant,

(Signed) R. H. Livesey.

The Secretary,
Office of Public Works, Dublin.

P.S.—I must return my thanks to Messrs. Kennedy and Sullivan, who very kindly afforded me every facility.

APPENDIX No. 6.

COMPLAINT from the Tuam Town Commissioners, dated 5th October, 1907, as to unsatisfactory train connections at Athenry.

(Copies of three Letters addressed to the Vice-Regal Commission by the Tuam Town Commissioners and the Managers of the M. G. W. and Gt. S. & W. Railways.)

I.

TOWN COMMISSIONERS' OFFICE, TUAM,

5th October, 1907.

SIR,—I am directed by the Tuam Town Commissioners to communicate to you, to be laid before the Viceregal Commission on Railways, a serious grievance which the people of this district suffer owing to the Midland Great Western Railway system not being punctual to time-table. Train too often arrives at Athenry considerably behind time, so that passengers from Dublin for Tuam miss the Great Southern and Western train, and have to wait at Athenry for the night, or drive home a distance of fourteen Irish miles. Recently a Tuam lady was thus left there, who, in darkness and drenching rain, had to grope her way from the station to a friend's house in the town.

The Town Commissioners respectfuly ask the Viceregal Commission to note this grievance, and request the two railway companies to act harmoniously for the public convenience.

I am, Sir,

Your obedient servant,

(Signed) JOHN GLYNN,
Town Clerk.

George E. Shanahan, Esq.,
13 St. Stephen's Green, N., Dublin.

II.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.

MANAGER'S OFFICE, BROADSTONE STATION, DUBLIN,

10*th October*, 1907.

M 18. 117—19578.

SIR,—I beg to acknowledge receipt of your letter (2116-07) of the 8th inst., enclosing extract from a statement furnished to the Viceregal Commission by the Tuam Town Commissioners.

I understand the complaint refers to our 4.15 p.m. train from Broadstone, which is timed to connect at Athenry with the G.S. and W. Company's train to Tuam. Our train is due at Athenry at 8.20 p.m., and the G.S. and W. Company's train to leave for Tuam at 8.35 p.m., and the understanding is that the G.S. and W. Company's train shall wait fifteen minutes for the arrival of our train. I am sorry, however, that on several occasions recently our train has missed the connection owing to exceptionally heavy passenger traffic, due principally to the large number visiting the International Exhibition, and the circumstances have been quite exceptional. The matter is receiving my attention, and I anticipate that the connection will now be maintained, and that no further cause for complaint will arise.

For your information I enclose copy of letter which I wrote on the subject to Mr. Glynn, Clerk of Tuam Town Commissioners, on the 8th inst.

I am, Sir,

Your obedient servant,

(Signed) J. TATLOW.

The Secretary,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, Dublin.

(*Copy of letter referred to by Mr. Tatlow.*)

8th October, 1907.

DEAR SIR,—I am in receipt of your letter of the 5th inst., and regret very much the delays which occurred to our down 4.15 p.m. train. The passenger traffic recently has been exceedingly heavy, owing to the Exhibition excursions and other causes, and I feel sure there will now be an improvement, and I trust the connection will not again be missed. I can assure you that the matter of the running of passenger trains is receiving my best attention.

Yours faithfully,

(Signed) J. TATLOW.

John Glynn, Esq.,
Town Clerk,
Tuam, Co. Galway.

III.

GREAT SOUTHERN AND WESTERN RAILWAY.

TRAFFIC MANAGER'S OFFICE, DUBLIN,

October 16*th*, 1907.

T. M. 25367.

SIR,—Replying to your letter of the 6th inst. (2116-07), with extract from Tuam Town Commissioners' communication dated 5th inst.,

The connection with the Midland Great Western Company's 4.50 p.m. train *ex* Broadstone at Athenry was not maintained on some few occasions in the month of September owing to the abnormally late running of that company's train.

I understand Mr. Tatlow has written you on the subject.

I am, Sir,

Your obedient servant,

(Signed) E. A. NEALE.

G. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
Dublin.

APPENDIX No. 7.

EXTRACTS from a Statement of the PROVISIONAL COMMITTEE promoting the construction of the Cavan, Leitrim, and Roscommon Light Railway and Tramway, issued in 1884, furnished by the Rev. D. GRAY, P.P., Carrick-on-Shannon, representative of the Leitrim County Council, who gave evidence on the 11th October, 1907.

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The working expenses of these Light Railways or Tramways may be fairly estimated at 50 per cent. of gross receipts. The result on the area of taxation would be as below at 4½ per cent. (If the guarantee be 5 per cent., it would be about 1*d.* more in the £1.)*

COUNTY.	Railway or Tramway.	Miles.	Capital.	Dividend, 4½ per cent.	Gross Receipts as above.	Net Receipts 50 per cent. W.E.	Half Deficit on Railway amount County would have to bear.	Deduct saving on Repairs of Roads.	Net Deficit County would have to bear.	Valuation of District.	Rate per £1 to be taxed on District.
			£	£	£	£	£		£	£ *s.*	*d.*
Cavan, .	No. 1,	9	48,000	2,160	3,276	1,638	261	Repairs of Roads cost £118 10*s.*; say, saving £40.	221	30,149 8	1¾
Leitrim, .	Nos. 2, 3, and 4.	39¼	154,000	6,930	12,246	6,123	403	Repairs of Road cost £433; say, saving £143.	287	60,935 5	1
Roscommon.	No. 5,	16⅛	49,000	2,205	4,192	2,096	54	Repairs of Roads cost £361 3*s.* 4*d.*; say, saving £120.	–	15,177 9	Nil.

A limited liability company has been formed and registered under the Companies Acts with a capital of £300,000 in 60,000 shares of £5 each. It is proposed to ask the Grand Juries of Cavan, Leitrim, and Roscommon to approve of a guarantee at a rate not exceeding 5 per cent. per annum upon the capital required, which is £251,000, for the several undertakings; and whatever loss may be incurred, if the receipts of the company do not give the guaranteed dividend, the Treasury will be bound by the Order in Council to bear one-half. The guarantee to be by such portions of the baronies as the Grand Juries may determine; but the promoters, being desirous to place clearly before the ratepayers what they consider would be a fair area, have suggested a district. Only those who will be benefited by the lines are proposed as the guarantors; they will perceive by the above table that whilst the guarantee is absolutely necessary in order to obtain the advantages of the Tramways Act, they will not, as soon as the traffic is carried, run any great risk. The advantages being so great, will more than a hundredfold counterbalance this risk; and even if the receipts in the first year or two should not equal the dividend guaranteed, the Tramway Act fully provides that every penny so advanced shall be repaid out of future earnings of the line to the guarantors.

It is anticipated that a very large amount of traffic will be derived from coal within the district. The turf around Ballinamore has been entirely worked out, and the question of fuel is becoming a very serious matter. At present the unions of Bawnboy, Mohill, Carrick-on-Shannon, and Boyle are supplied with coal from the Arigna Valley or neighbouring pits, which are worked in a most primitive manner. The output during last year from these pits was 7,400 tons.

* * * * * *

"Residents contiguous to the line of route will be particularly convenienced by having means afforded them of easily attending both markets and fairs of the several towns through which the line passes, as (unlike the ordinary railway trains) the tramway trains will stop at convenient places to pick up and set down passengers, and, whenever the traffic demands it, sidings will be provided, so that wagons may be loaded and unloaded with goods traffic, avoiding lengthy cartage.

* * * * * *

"The several very influential public meetings held at Ballyconnell, Mohill, Drumshambo, Ballyfarnon, and Boyle, to consider the project, supported as it was by liberal subscriptions to the Guarantee Fund for the preliminary expenses (a list of which is annexed), is sufficient proof of the wide feeling of the community in favour of the project; and it should be remembered that the present Provisional Committee is acting entirely with a view of carrying out the project as it will suit the country, and in its interests as economically as possible. The company is not bound to any contractors or financiers, and hope to carry out the project as a cash transaction, and to get the capital at 4½ per cent. The line has been laid out and the estimates are framed by Mr. Barton upon this basis, and are therefore low.

* * * * * *

"And by the Order it is proposed that the Board shall consist of twelve directors—two to be nominated by the Grand Jury of Cavan, four by the Grand Jury of Leitrim, two by the Grand Jury of Roscommon, and four by the shareholders, thus giving the guarantors a majority, and the line will thus be in the control of those representing the district. This is of great importance as securing to the district that the monies raised will be judiciously expended and in its interests."

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* NOTE.—For the half-year ended 1905, or nineteen years after working, the line earned £4 11*s.* 6*d.* per week per mile gross, and net after reduction for working expenses 9*s.* per week per mile; and working expenses 90 per cent of the gross receipts; for the whole year 93½ per cent.

APPENDIX No. 8.

STATEMENT as to the Guarantee in respect of the Cavan and Leitrim Railway, handed in by the Rev. D. GRAY, P.P., Carrick-on-Shannon, representative of the Leitrim County Council, during his examination on the 11th October, 1907.

CAVAN AND LEITRIM RAILWAY.

The capital stands at £190,585—5 per cent. guaranteed. Government contributes nearly 2 per cent. on whole line, or £3,706 a year, which, capitalised at 3 per cent. (same as Tralee and Dingle line), would represent a sum of £123,500.

If this was paid over to reduce capital at the present market price of about 30 per cent. over par, it would buy out £95,000 of the stock, leaving the capital then at £95,585, on which the ratepayers would have to pay the whole 5 per cent., or a sum of £4,779 a year (assuming line only earns its working expenses).

At present the ratepayers are paying very nearly 3 per cent. on £190,585, or a sum of £5,717 a year. There would be a saving of (£5,717, minus £4,779) £938 a year. The valuation of taxable area in Leitrim, £64,035 at 1*d.* in the pound, equals £266; and the valuation of the taxable area in Cavan, £31,939 at 1*d.* in the pound, equals £133. So that a saving of £938 a year on the whole line would represent, for Leitrim, £625, or 2¼*d.* in the pound, and for Cavan, £313, or 2¼*d.* in the pound. And Leitrim would be liable to pay, as compared with the present (12*d.* minus 2¼*d.*), 9¾*d.* in the pound, and Cavan (6*d.* minus 2¼*d.*), 3¾*d.* in the pound.

APPENDIX No. 9.

MEMORANDA transmitted by Rev. J. MEEHAN, C.C., Kilmore, County Cavan, representative of the Leitrim County Council, as supplementary to the evidence given by him before the Viceregal Commission on the 11th October, 1907.

I.—REBATES OR "DISCOUNTS."

The pretty extensive existence of rebates admits, I am persuaded, of no reasonable doubt. This is the irritating discrimination against the small trader which, some years ago in the United States, raised a storm that at last has apparently swept it away for good and all. Business morality in these islands may not have grown so unblushing, but I fear it is but little less lax. It is true universally: those that have, more shall be given to them, and they shall abound; those that have not, even that which they have shall be taken from them. In England under, amongst other things, the enlarging influences of a monarchy and of old traditions, the "almighty dollar" is not just everything in life. Still it remains sufficiently seductive.

About 75 per cent. of the traffic in these countries is said to be carried at "special rates." If this means —and it is ambiguous enough—at rates that fall short of the full *maxima* allowed by Act of Parliament, then the serious complaint remains that the residual 25 per cent. of traffic is burthened with charges which, as the Select Parliamentary Committee of 1893 expressly declared, were never intended to be put on except in the extremest of cases. The Irish managers' stereotyped answer to all reclamations about exorbitant charges is, "They are not as high as we are empowered to go." In reality this is no answer. But Acts of Parliament are notoriously both obscure and bewildering, and merchants do not seem to have more than a nodding acquaintance with even such slender protection as they afford. It is again the amateur contending with the expert. There is pressing need for more simplicity. Railway legislation is built up on an erroneous view of the circumstances of the traffic. "It is now," states Waghorn—perhaps the greatest living authority on the subject—"complicated and intricate to the last degree."* Different provisions overlap; one Act amends another without distinctly repealing the amended provisions; every year some fresh statute still further complicates what is already too complicated. It is admitted that no justice can reasonably be expected to be done as between railway company and trader so long as the statute law is allowed to remain in such a state of bewildering confusion. There is an imperative call for the codification of the existing conflicting Railway Acts, or perhaps, better still, for the sweeping away of the whole army of them—5,000 or so in number—and the substitution of one good comprehensive Act. The great railway specialist just named is himself oftentimes, as he confesses, quite as much at sea as is the amateur or the "man in the street."

But rebates are quite another matter. One thing at least is clear and definite—they are rigorously prohibited by these Acts. The law has already striven to secure justice for all and favours for none. Rebates directly run counter to it. A draper or a tweed manufacturer may give a yard of broadcloth to one man for 10*s.*, and, if it so pleases him, may cut off a yard of the same web for the next man at 10*d.* Nobody can say nay to him; it is his own affair. Not so with the railway companies. If a company sells any part of the monopoly of transport conferred on it by Parliament at different prices to different customers, the public have a perfect right to demand the why and wherefore of it. Railways, according to the not unfriendly Mr. Acworth, who has devoted several books to the defence and glorification of the English and Scotch ones, are shops with practically a licensed monopoly for the sale of an article of public necessity, viz., transportation. "As such, the public have a natural right to overhaul their accounts."†

Englishmen know their own interests best. We stop short of the impertinence of dictating or even suggesting to them. Irishmen, it is true, are not supposed to know their own business, whether public or private, best. It is Englishmen, though they know as much about the matter as they do about systems of toteism in Southern nations, that see far better what suits us. So they assume, and really believe. In this matter of rebates we are concerned merely so far as they affect Ireland.

When the Irish struggling trader is running against the larger one, the secret rebate is the additional handicap that is helping to leave him hopelessly out of the race. Compared to the big English and Scotch

* Waghorn—*The Law Relating to Railway Traffic*, 1906, pp. 1 and 128. Joint author with Sir Edward Boyle, K.C., M.P., of the standard work, *Law of Railway Traffic*.

† *The Railways and the Traders*, p. 178.

wholesale firms and the great English manufacturing companies, we in this island are all doing business only in a small way. There are grounds for at least suspecting that the English railways, and not very improbably Irish ones as well, favour the former in this shady way over and above the exceptional and strictly not illegal advantage they insure them by the English manipulated through rate. Some of these grounds I am free to point out.

On the one hand, should one have been told by canvassers for English railways that, provided they cannot succeed in inducing an Irish merchant to have his goods booked by the route they represent, they are at liberty, as a last shot, to try a judicious promise of a secret drawback. On the other hand, should one know of an extensive cattle-dealer receiving from the accredited agents of an English railway company "discounts" of considerably over £20 at a time, he can scarcely any longer doubt that the average English railway conscience does not react to this delinquency. Manifestly, too, the traffic of a great English manufacturer would be worth hooking when that of the small Irish fry would not be worth angling for. It will be pretty difficult to be persuaded with this before one that, generally speaking, English business morality is regulated by a much stricter code of principles.

This is not arguing by a jump from *posse* to *esse*. We rather see that shops are open, that their travellers are abroad, that an occasional customer slips in and out before our eyes, and we infer from all this that it is unlikely that these shops are not doing some business. "The well-known custom of the English railways," states Jeans (p. 293), "is to profess to carry out the spirit of the law, . . . but they make differential rates by allowing large rebates and discounts; and there is probably no company that has not got secret arrangements of this kind."

It is well known that the big corporations and trusts of the United States were unblushingly guilty of this fault in the face of quite as many and much more rigorous laws prohibiting and penalising it. The Colorado Fuel and Iron Company, in 1905; the American Sugar Refining Company, in 1906; and "the hoary old offender,"* as Ripley calls it; the Standard Oil Company, this very year, were amongst many other corporations convicted of it in the Federal Courts. Naturally, there is an extreme difficulty in getting at secret, mutually beneficial contracts. Acts of Parliament can with difficulty reach them. They might as well prohibit fishes swimming, or sharks eating garbage. They are beneath their sphere of vision. English laws, I believe, are not intended to bind in conscience except indirectly to discharging the penalty inflicted for the breaking of them. If it can be supposed that "the quantum of the sin" is waived away as but a light burden, then one is prompted to consider that big English corporations, well hardened in the industrial struggle, would be afflicted with but few qualms of conscience in living by the easy standard of virtue aimed at by their confreres on the Western side of the Atlantic. Like them, they might feel small reluctance in using, as Ripley puts it, "their size and power as a club to force the carriers to grant secret favours"† denied to the ordinary producers.

A glimpse at the past leads to the same conclusion. In 1697 the "Merchants, clothiers, and fullers" of Tiverton, beaten in a fair field by the mere Irish, petitioned Parliament against the abuse of this Kingdom having woollen manufactures of her own. The interested manufacturers of Taunton and several other British towns joined in the clamour. In June of the following year the Lords and Commons of England presented an address to His Majesty—William III.—praying for the suppression of such Irish presumption, and His Majesty was graciously pleased to hearken to their prayer. Mandates were issued, constitutionally and unconstitutionally, against the young but vigorous Irish manufactures. The innocents were mercilessly slaughtered. British fair-play, about which we often hear, may be something more robust, something more than a mere phrase to-day. Englishmen may be better. Possibly. But under stress of any trade rivalry, we could scarcely hope that the countrymen of the fullers of Taunton and Tiverton would have very much squeamishness in strengthening themselves by some of the malpractices of rebating—if they can in safety secure them—and some of the extra astuteness of their American cousins. As has been shown, it is not improbable they are within their reach should they care to stretch out their hands. Should it be established that Irish railways grant, and big Irish merchants receive, them, we may be sure that some English railways and merchants are not above it. It would be something not unlike mere hypocrisy to profess the contrary.

Between English manufacturer and Irish manufacturer (if we have such) these secret rebates would intensify the disaster of the through rate. Between Irishman and Irishman they are unfair and unjust.

The proofs of the existence of the practice, which I am not free to put forward, are, in my own opinion at least perfectly conclusive. The larger Irish merchants have begun to expect them. In a letter before me, the rebates are, in perfect good faith, called by the commonplace business name of "discounts." This letter is not written by a small trader. The weaker brethren driven to the wall scarcely ever hear tell of them. The following I put foward as a definite but less decretorial instance.

Like Collooney and many others of those societies, Ballymote Co-operative Agricultural and Dairy Society sells to its members every year hundreds of pounds' worth of artificial manures.‡ For years it bought those manures from the manufacturers—Messrs. O'Keeffe and Company, Dublin. The carriage for the 120 miles was 9*s.* 8*d.* per ton in six-ton lots. This, too, is the present rate, as supplied the writer by the secretary of the carrying company—the Midland Great Western Railway. But another firm of Dublin manufacturers advertised the article, carriage paid, and its price at Ballymote was to be enhanced by barely 9*s.* per ton, as representing the carriage, "based on existing railway rates." They so knocked out their competitors. The goods are carried under precisely the same conditions as formerly, and to the same amount. The second company sends and sent round leaflets and pamphlets wholesale, showing this lower cost of carriage. This is the rate indicated in the editions of this year. This is what has been several times actually paid. It is not quite impossible, indeed, that the second firm is itself at the loss of the difference between the carriage as written down in the railway rate-book and as published in their pamphlets. Neither the writer, however, nor anybody he knows, is prepared to believe it.

Of course the railway company does not always practise the rebate in such a crude fashion as handing back so much hard cash. What is the distribution of traders' tickets to large merchants and large cattle-dealers, which has recently been publicly acknowledged, but a discrimination of the same kind? These are granted in accordance with the terms of an unpublished rule, that is kept pretty well in the dark, but granted in a rough-and-ready—perhaps railway people would call it a liberal—fashion. They are withdrawn in the same rough-and-ready style. Should the trader be discovered sending his consignment otherwise than by the pass route, or otherwise offending,§ it would soon be found out that he was not entitled to one. They constitute, therefore, a lien on his friendship—we do not go so far as to call it a bribe.

What, again, is the prompt settlement of a claim for damages sent in by a heavy merchant and the ignoring or baffling of one presented by a weakling but another form of discrimination? All should be placed on perfect terms of equality. To this the public have a right under Act of Parliament.

For merchandise there are, as far as I can understand it, four or five different rates. There is, the goods remaining a constant, the small parcels rate, the cwt. rate, the ton rate, the wagon rate, and, perhaps even in Ireland, a fifth, namely the train-load rate. The publication of those and of the classes and of the mileages, at least between Irish towns, in one hand-book would be—it may be remarked—for outsiders as the creation of order out of chaos, or of light out of darkness. A trader sitting at his desk in his office could

* *Railway Problems.* Edited, with an Introduction by W. Z. Ripley, Ph.D., Professor of Economics, Harvard University (Ginn & Co., Boston and London), Introduction, p. XII.

† *Railway Problems.* Introduction, p. XI.

‡ In 1903, for instance, Collooney Society sold £901 worth, in 1902, £1,132 worth.

§ Two witnesses who straightforwardly adversely criticised one of our biggest railways before the Commission soon afterwards lost their Trader's tickets. To one of the two it was subsequently—without, I understand, application—restored. He was an Irish M.P., and had still a sting.

then at once make out his freight charges. This has been done in France and in Australia: it can be done. But, unless authorised by the supreme authority, and in most exceptional circumstances, there should be no departure from the published rate, whether as printed in the convenient form suggested, or, as at present obtains, written out in fair round hand in the station rate-book. This, by the way, is a volume that not one in a thousand ever sees or asks to see. A concession over and above this, without any accruing economy in transit, on account of, say, the aggregate yearly amount of freight is, I submit, indefensible. To borrow the words of Judge Atherton, of the Supreme Court of the United States, in his famous decision against "the hoary old offender" before mentioned, a rebate on account of volume of business merely is "a discrimination in favour of capital," "a violation of that equality of rights guaranteed to every citizen, and a wrong to the disfavoured person." "The principle is opposed to sound public policy," and "would drive out all enterprise not backed by overshadowing wealth."* English judicial opinion coincides with this. In a recent case against the Midland of England, tried by the Railway Commission, the presiding judge declared that if bulk of traffic was to be taken into consideration the law against undue preference would gradually be done away with.†

The United States was the great home of personal or business favouritism. In part by such shady practices Rockfeller's thousands grew into millions. The Elkins Act of 1903, greatly increasing the penalties for departure from the published rate, was for a while thought to have put a stop to it. But American ingenuity soon drove a coach and four through the Act. "Various investigations by the Inter-State Commerce Commission since 1904," writes Professor Ripley in his book published this year, "have uncovered intricate methods of evading even this more drastic prohibition."‡ Last year's (1906) Report of the United States Commissioner of Corporations is amusing reading as exposing the number and elaborateness of the devices that have been adopted to evade this statute. It is also suggestive as showing what at the present moment in these countries may be adoing under our very eyes, and we not seeing it. These revelations as well as the exhibitions of railroading chicanery in the Federal Courts hurried on American legislation. Last year the Elkins Act was strengthened by the Inter-State Commerce Act of 1906. This amending Act, which passed the Senate with but three dissenting votes, renders the giver and receiver of a rebate liable to imprisonment as well as a fine, and directs the forfeiture of three times the favour received. Furthermore, common carriers are forbidden to give directly or indirectly, and everybody else is forbidden to use, any Inter-State free ticket or pass. "Public opinion," declares Professor Ripley, "is unanimous in the demand that railways, as common carriers, enjoying inestimably valuable privileges by authority of the Government, shall accord substantially equal treatment to all shippers alike, be they great or small." If the public in this country but gave full attention to the question, they too would be equally determined on this. Their ideal is that rates should be uniform, steady, and reliable, and, if possible, easily intelligible. Unsteadiness and lack of uniformity or rebating reduce business enterprises to something of the nature of lottery ventures.

It remains yet to be seen whether even this legislation will effect its purpose in the United States. It has, at all events, succeeded, as this dispassionate Harvard University Professor of Economics indicates, in heading off the possibility of State ownership of the American railways becoming a great political issue as soon as in 1908.§

Some kindred Act might answer this country. To use the words of Judge Willis, Parliament has as yet dealt with the matter "with a faltering hand." Our railway managers, I am sure, would at least freely admit that prevention is better than cure. As the practice of rebating is a distinct breach of faith on the part of, perhaps, a small number towards the general body the general body would be only too glad if it were borrowed. But what would suit us best of all would be the nationalisation of all the railway systems which, as far as Ireland is concerned, would remove the temptation to such practices, and render the enactment of any such Act unnecessary.

* *Railway Problems*, p. 68.
† Waghorn, p. 87.
‡ *Railway Problems*. Introduction, p. XI.
§ Ripley, p. XXVII.

II.—IRISH RAILWAYS.

Proposed Terms of Purchase.

(Table based on the Board of Trade Returns for the year 1906.)*

——	Paid-up Capital.	Average Rate of Dividend or Interest.	Equivalent value in suggested 3½ per Cent. Irish Railway Stock.
	£	£	£
First Class Securities :—			
(1.) Debentures, ..	12,472,905	3·77	13,435,100
(2.) Guaranteed, ..	6,031,269	4·06	6,996,272
(3.) Loans, ..	305,983	4·07	355,814
Second Class Security :—			
(4.) Preference, ..	10,497,226	3·07	8,286,810
Third Class Security :—			
(5.) Ordinary, ..	15,114,121	4·06	13,602,708
Total (31 : 12 : '06),	£44,421,504	—	£42,676,704
Total Net Receipts, 1906,	£1,647,550 (*a.*)		
Total Interest, ..	£1,493,684 (*b.*)		
Difference between (*a*) and (*b.*)	£153,866		

* For Tables based on the Board of Trade Returns for 1905, *see* page 22, Minutes of Evidence.

1. The figures in the left hand column of the above Table are taken bodily from the Board of Trade's latest Returns—those for 1906. This Blue Book is in half-a-dozen respects an improvement on its predecessors, and clears up many obscurities.

As to the gross amount of Paid-up Capital, it includes £910,109 of subscriptions to other companies. This implies that this large sum is counted in the aggregate capital of £44,421,504 twice over. This gross amount is also swollen by "water"—excluding all consideration of the well-watered stock of the Midland of England—to the extent of £277,421. Neither of these facts, however, will be found to affect in any way the conversion.

2. As to the second column, Rates of Interest: It would, of course, be much better to take the averages for the last three or four years. But, again, an examination of these Returns for the individual securities will show that within the period they have been fairly constant. Consequently, it would make but very little difference. The length of the arithmetical calculation is all that deters from the adoption of the more equitable basis of interest.

According to the general principles of the system here outlined, a shareholder having, say, £100 stock paying 7 per cent. would exchange it for £200 stock in the New Irish Railway Stock; another possessing £100 returning 1¾ per cent. would obtain but £50; and for a third possessing £100, whose dividend is 3½ per cent., there would be on conversion neither increase nor diminution of capital. A somewhat parallel case of conversion is the exchange made in 1903 by the Preference and Debenture Shareholders of the Belfast and Northern Counties for Midland 2½ per cents.

3. The security of the suggested Railway Stock would be that of the Irish Railways themselves amalgamated into one body, supplemented by the security of the whole of the rateable property of Ireland, about £15,000,000 in value. This would place the responsibility where it ought to be placed. It would, besides, insure both carefulness and economy, and give the first chance in recent years to the development of that most important, but almost

obliterated national asset—national self-dependence. Equitable, and more than equitable provision should be made to ensure that all interests in the country should be represented in the governing body. That body would doubtless utilise in the actual management the best and most experienced railway talent available in the first place in the country, and in the second place procurable elsewhere. They would scarcely fall into the mistake of assuming that success alone is the index to ability or industry, or that the controllers of the biggest systems are necessarily the fittest men. A small shopkeeper in a little decaying Irish town may be fully as good a business man, and have done quite as much to deserve success, as a fortunate millionaire merchant in a big city. Much of the railway talent at present employed in this country has made the very utmost of their circumstances and surroundings. Had they larger opportunities they would have been equal to them.

4. No direct Government guarantee is here asked. But it is necessarily implied; and, if required, it would be had indirectly. Just as when called upon, the Government secures every corporate body in the enforcement of its contracts, so would it here assist any new corporate body legally established.

No Government advice even is suggested to be sought. All Government Departments in this country are notoriously extravagant. The standard of expense obtaining in wealthy England has been bodily transferred to impoverished Ireland. As to their general efficiency—we say nothing. But in Irish railway matters our practically foreign Government has committed so many sins of omission, and, when it did act, it has been so conspicuously unsuccessful and has so mixed and muddled matters—as, for instance, the Light Railways of the 1883 Act*—that our experience does not inspire us with a too deep anxiety for much more of its railway guidance.

5. As to the figures of the third column:—The same income precisely as formerly would accrue on conversion to all first class investments, and there would result, besides, the enhanced certainty of dividend. Plainly this enhanced security is immeasurably superior to that of the best existing security for any one of the existing Irish railway investments, and much beyond the very best covering any British railway capital. Railways may be superseded by road motor services, or by flying machines if you like; but the country remains. Indeed the security above described could scarcely be much improved upon. It has been suggested, indeed, by one or two witnesses that, over and above this, the Government should be asked to directly guarantee the dividends. Were the Government to do so it would naturally be at our expense. Ultimately, should the occasion ever arise, it is this country it would fall back upon; nor could this *in se* be regarded as anything but fair and reasonable. How, therefore, this Government-reinforced security would mean an advance on that just submitted, it is difficult to make out.

As to the second class and third class securities in the above Table (Nos. 4 and 5), 10 per cent. has been deducted from the present capital as a make-weight for the great improvement of the security. This amounts to the same thing as reducing the present interest by 10 per cent. of it—not a very large reduction.

In the case of Ordinary shares or the third class securities, in consideration of the security for the present precarious dividend being raised from the lowest to the very highest level attainable, the interest has been further brought down by the difference between the existing rate of interest and the new Railway Stock's suggested rate. No stockbroker or financier would, I should expect, deny that the net result is not only fair but very favourable to the holder of these Ordinary shares. The matter may be tested at first hand. Taking up the October, 1907, Investment Lists, and picking out the simplest example one can discover; if we compare the market value of, say, Midland (England) 2½ per cent. Debenture Stock with that of its D. C. Ordinary Stock yielding about the same interest—though generally (as for last year) ⅜ per cent. or so higher—while the former Stock, on latest date there given, sold at 72, the latter sold at 58. Here there is a difference of 14, in consideration solely of the difference of security.† The increased security of the proposed Irish Railway Stock above that of the Irish Railway Ordinary Stock, as it now stands, might be expected to be estimated as at least as great and a half. The ordinary shareholder could not reasonably hope to obtain a present of this. In the commercial world there is always a *quid pro quo*.

A comparison of trust investments with ordinary sound investments yielding the same dividends will bear out this conclusion. But there is a further and more pertinent test which can be applied. On October 10th, v.g., Ordinary Shares of the three main Irish railways, the G.N., the G.S. & W., and the M.G.W., sold so cheap that the rates of interest the prices brought were respectively £4 11*s.* 7*d.*, £5 2*s.* 7*d.*, and £5 8*s.* 1*d.* On the same day the price of Irish Baronial Guaranteed Shares of the fourteen railways constructed under the 1883 Act was so high that the yield barely averaged about 4 per cent. The certain advance in market value with *all Ireland*, and not scheduled congested baronies, that is, the very poorest districts of it, as a guarantee, would be more than a counter-poise to the suggested lowering of interest.

Midland of England's Stock.

6. In the total of Preference Stock of Irish Railway Companies as summarised in the last, but not in previous Board of Trade Returns—No. 4 above—the Midland of England's estimated Irish portion is found incorporated. It is close on four millions. In conversion these four millions have been treated exactly like ordinary Irish Preference Stock, no better and no worse. The fairness of this might be challenged. Midland shareholders would be unlikely not to cry up the value of their property quite as loudly as the Great Northern and the Great Southern and Western shareholders, and all the rest of them will be sure to chorus theirs. Every man's geese are all swan. However, should Midland people feel dissatisfied with such equal treatment as is here roughly outlined, and should they undertake to maintain that their property stands on a higher level than corresponding Irish investments, they would appear bound to fail in making good their case.

The following facts have first to be got over. As these facts are public property, no harm can be done in here adducing them.

Decline in value.

(*a.*) Midland securities' descent in market value in recent years is much more marked than that of any other of the larger English railways. It is now even outdistancing that of the average Irish railway. As reported in the *Derby Mercury*, of August 23rd, 1907, the Chairman, Sir Ernest Paget, addressing the 127th half-yearly meeting of the shareholders, was constrained to bemoan this decline. "In 1897," he stated, "the price of the Company's Debenture Stock . . was 99. It was now 73. Preference Stock was 95, now it was 70. Preferred Stock was 88, now it was 62; and Deferred Stock was 95, and now it was 60." "The decrease in the value of capital was lamentable," emphatically declared the first shareholder that spoke to the opening resolution. The meeting was held on the 16th August last. By the end of September, Deferred Stock was two points further down. To-day its Stock Exchange quotation, as given in the daily press, is as low as 34⅞ buyers, and 35⅛ sellers. On its price, therefore, there can be grounded no claim for exceptional consideration.

"Watering."

(*b.*) Again, Midland Stock has been to an unique extent "watered," to use the vulgar term. Its capital is the largest of English railway companies. It stands at £191,864,410. But of this enormous sum, £73,788,700, that is £10,000,000 more than one-third of it, is "water." Put in another way, but £118,076,190 has been actually subscribed and expended on construction. The capital of the London and North-Western ranks next in order of size, but its £123,035,927 includes barely £18,667,022 nominal additions.

Watering means crediting Stockholders with the possession of Stock in excess of what was actually paid for. One of the motives prompting it is the assistance it affords in cloaking from the general public the real profits. The company with a large capitalisation and a consequently small rate of dividend has a plausible excuse for denying both to its

* See Second Report of the Royal Commission on Irish Public Works, Sections 36–45, for some proofs of this.
† Since October, 1907 this difference has gone on rapidly increasing.

employees higher wages, and to the public at large lower rates and fares. But leaving out of view the very much too clever practices which have disgraced American railway financiering and even involved American law-giving,* and whose introduction into these countries has been successfully barred by thoughtful British legislation, the main incentive to stock-watering is that the capital might be afforded the opportunity of reaping the benefit of the spirit of speculation, or, as some might go so far as to name it, the spirit of gambling. Six million pounds at 5 per cents., and £10,000,000 at 3 per cent. will yield the self-same returns. But the latter total will sell at a much higher price. Investors will more eagerly purchase it. There are differences of opinion as to whether the British law of 1900, which enforces publicity and responsibility in the organisation and management of corporations, really goes far enough and whether the Government should tolerate "watering" at all. One is rather inclined to hold it is all of a shady description, darkening and deepening under the less restrained freedom of the United States to positive and unmistakable fraudulency.

Nominal capital representing the margin of the discount of stock issued when cash is badly needed, is to be carefully excluded from this category. The amount so created is comparatively small, and is probably offset by the premiums on the similar issues of more prosperous companies. But if watering, as explained above, be held to be worthy of condemnation, then the Midland is far and away the worst offender. This corporation, therefore, should feel shiest about making further demands on investors' confidence.

Most of its eggs in one basket.

(*c.*) Again, the Midland was constructed primarily for the conveyance of coal from the rapidly developing collieries of the central counties to London. This traffic continues to be the main string to its bow. Should it relax or break, it would spell disaster for it. Both science and invention are very busy perfecting the utilisation of other and superior forms of energy. Every half-year a new patent is registered. The revolutionising process may not be far distant.

Notwithstanding this close connection with the coal bearing districts, the Midland's rate of working expenses is high, absolutely and relatively, and growing higher. In 1899 it was 52 per cent. of its gross receipts; in 1906, 63·97 per cent., *i.e.*, ·97 per cent. beyond the average for England. For the last recorded half-year, ending June 30th, 1907, it has reached the highest water mark yet attained, 64·86. Owing, amongst other things, to the increasing cost of labour and the numerous Acts passed to insure against railway accidents, the expenses of all lines are year by year mounting up. The Midland, despite its exceptional opportunities, seems, if not to lead the van, to be among the foremost in the advance.

A speculative railway.

(*d.*) The Midland was the first to start carrying third-class passengers by all trains. That was away back in 1872. Three years later, under Sir James Allport's guidance, it abolished second-class carriages, and reduced first-class fares to second-class level; that is, its first-class fares are 62 or 63, and not 100 per cent. over third-class. These pioneer movements are said to have been successful. They are accordingly quoted as examples of enlightened progressiveness. But all the same the policy savours of speculation. Ever since its birth, speculation is the recognised characteristic of the Midland among British railway systems. The Heysham is one of the latest of its enterprises. It is said to be a white elephant on its hands. It originally cost about £1,000,000, and the annual unforeseen sum expended on trying to keep the harbour free of silting sands is said to be enormous.

(*e.*) The Midland's capital is most complicated. Its Ordinary Stock it "split" up into two equal amounts—"Preferred" and "Deferred"—the latter intended as an attraction for the speculator. It then added water to the extent of a third almost equal amount. Upon its nominal increase the Inland Revenue Commissioners demanded the payment of stamp duty. It declined. After several battles fought out in the lower courts, the case was finally brought to the House of Lords. This ultimate tribunal, in 1902, condemned it and adjudged it to pay £108,000 as stamp duty, besides the enormous costs of the prolonged litigation. Seeing that of its Preferred Stock as well—"Consolidated Perpetual Preferred Stock," indeed, is its full and correct title, if that be any consolation to the proprietors—more than one-third, too, is "water" (*i.e.*, as much as £19,765,891 out of £55,555,936), and observing that its price, despite all its titles, has gone down as rapidly as above indicated, it is open to doubt if the Belfast and Northern Counties shareholders are to be congratulated on their bargain; or if they would repeat the selling of their Irish railway, and of a part of their country's independent prospects to an English Company, had they to do it over again. At all events they must, I think, recognise that their "Midland Consolidated Perpetual Preference Shares" are, at best, no better than simple Preference Shares in an ordinary struggling Irish railway company.

Prospects of results.

7. Whenever real business is meant a full audit and valuation of the individual Irish railways would naturally be an indispensable preliminary. The meagreness of the Board of Trade Returns would become more and more manifest. They would be of little use, and were never intended to be of use in such a contingency. Before purchase an exhaustive and accurate inquiry would have to be made into the present value and future prospects of the different railways, and into the assets and liabilities of each company. This was done by the Railway Commission of 1867—a Commission appointed by Lord Derby's Government after the presentation to Parliament of the Report of the Devonshire Commission of 1865, and the ensuing acrid Parliamentary debate. The 1867 Commission was asked to investigate all the facts which they might consider "that a prudent person or company would require to be made acquainted with as a preliminary step before entertaining the question of purchase as a commercial speculation." This Commission reported on 30th April, 1868. Their statement, dust begrimed and moth-eaten, may be found on the shelves of old libraries, side by side with the results of a further inquiry with which they were entrusted immediately afterwards, embodied in still another Blue Book.

Indeed, in the light of the fate of the multitudinous past Commissions, it requires no spirit of prophecy to anticipate, with fair confidence, the round of proceedings started by the present thoroughgoing Viceregal Commission. They are pretty certain to run something like as follows:—

After two years' (1906-8) scrupulous investigation a Report (or a Majority Report) will be issued somewhere towards the end of 1908. Granted that it be favourable to nationalisation or reconstruction, a supplementary Commission of equally earnest men must needs be started on such labours as have just been referred to. It cannot be done without. This might be expected to happen in 1909, or may be in 1910. After a year or two's painstaking inquiry the Second Report will be at the disposal of Parliament. That, probably, will be somewhere about the year of grace 1911 or 1912. But by then the present Government will not unlikely be so modified that it will feel under no obligation whatever to do anything in the way of translating into action any of the recommendations. It will have precedents without number for masterly inaction. If, in the interval, there be a change of Government this goes without saying: under Party Government with which we in these islands are blessed, the sound policy of one Government is the heresy of the next. The reports, one and all, will in their freshness serve to adorn the public libraries' Blue Book shelves, should space be found to crush them in. Another generation hence a fresh cycle of elaborate inquiries. Results—at the Greek Kalends.

III.—The Irish Creamery Trade.

After cattle Ireland's most important export trade is butter. This may be established from the Department of Agriculture's books of statistics. The value of Irish exports in 1904 totalled £46,606,432, of which the value of this commodity was £3,195,015. The corresponding items for 1905 are £51,331,260, and £3,357,666. Butter sent by parcels post is not included. Though there is a considerable trade, its amount is practically unascertainable.

* See Chapters in Erie by C. F. Adams.

For 1906, the estimated value of butter exported is still further up. Approximately it amounted to £3,585,120.* But it should be observed that the increasing figures cannot be taken to prove expansion of the trade, but rather that the compiler of these statistics is becoming more experienced in very arduous duties, and is consequently succeeding in obtaining fuller returns. The gathering of these statistics began after eighty years' disuse but a year or two ago. "The butter figures," states the compiler, "are in all probability slightly under the quantity exported, as it is very difficult to get a complete record of such exports."†

At the present time, for this commodity as for everything else, the cities of England and of Scotland constitute our sole markets. In these markets the Laplander enjoys equal privileges with the Cork man. Siberians, Canadians, Italians, Dutchmen, Australians and New Zealanders are quite as much at home as the pure British subject, and elbow and jostle him. Russians and Danes are more particularly *en evidence*. The following table will afford some indication as to how the foreigner has thus invaded, and is bidding fair to monopolise, the British butter markets:—

BUTTER IMPORTED, 1906.‡

From.	Tons.	Approximate Value.
		£
Russia (including Siberia), ..	20,237	2,100,000
Denmark, ...	83,788	8,500,000
Other Countries, ...	112,892	12,866,252
Total Imported, ...	216,917	23,466,252
Ireland, ...	35,851	3,585,120*

A ton of butter is worth, roughly, a little over £100. The average yearly production in the United Kingdom is estimated at 85,000 tons. Granted favourable circumstances, it is easily capable of being doubled or trebled.

In 1906 at least £18,000,000 paid for this one article of food was sent out of the country. Indeed, from statistics available it can be established that England yearly imports from abroad £36,000,000 worth of butter, cheese, condensed milk and eggs, and about £10,000,000 worth of fruit and vegetables. These annual millions and millions go mainly to strengthen the rivalling foreigner.

Apart from any sense of duty or from any fellow-feeling for men who, as subjects of the same King, are shouldering side by side the same heavy burthens and taxes, it would appear, one may venture to say, rather short-sighted English Statesmanship not to strenuously foster the farm produce trade of the home countries. To assist equally the foreigner and the subject is, indeed, unique philantrophy. No other Government pursues, and no other Government, I believe, ever adopted a like policy. But some day, when, amidst contending nations, the British crisis arrives, it will be rather Ireland, with its shrivelled-up produce industry, than Russia or distant Australia, that England will be driven to depend upon for feeding for a time its teeming population, and so securing a breathing space and chance of recovery.

There is nothing new, I may add, about this anticipation. Some fifteen years ago the late Lord Dufferin, one of the greatest Statesmen and diplomats that Ireland has given to England, on being created Chancellor of the University of St. Andrew's, Scotland, delivered a remarkable address. In the course of it he clearly outlined this danger to Great Britain. He saw it foreshadowed in the results from a single disaster to the great maritime Power of classic times—Athens. The world is now as small as Greece was then.

Under the guidance of the Irish Agricultural Organisation Society in the first instance, and of the Department of Agriculture in the second, Irish farmers have gone to very great trouble and expense in building and equipping their creameries. As a result, these manufactories are now as well fitted up with all modern requirements as any to be found anywhere. A few years ago the writer showed members of the British Dairy Association over an ordinary one of them. They acknowledged they had seen nothing better in Denmark. The succeeding year the same creamery, amongst others, was visited by a deputation from the Scottish Farmers' Association. They, too, considered it equally up-to-date. In Holland the writer certainly did not come across anything superior to them.

The trained managers, too, are now as well instructed, as careful, and as alert as the best of their Continental confrères. When Irish farmers are putting forth their utmost efforts, it is too bad that the railways, on whose aid they are obliged to depend, instead of actively helping them, should continue to blight their exertions, and stand in the way of progress. The quality of the output is undoubtedly as uniform and as good as any to be had. But then, in competition with the article of foreign manufacture (*a*) it is charged higher freights, (*b*) it is in transit less carefully looked after, and (*c*) it is subject so frequently to delays that customers, however well-disposed, are deterred from having anything to do with it.

(*a.*) *Higher Charges.*

As has already been shown (p. 14—Evidence), the freights are now no lower than they were twenty years ago, and the description of many or most of them as "exceptional," if intended seriously, certainly needs some explanation. As all the complaints got over in treating of another farm produce industry, the much humbler one of eggs, apply with equal force to this, they need not again be rehearsed. The matter may, in consequence, be here dealt with very summarily. For fuller information, I beg to refer the reader to the Memorandum on the egg trade (p. 14—Evidence).

Freights to London.

From.	Approximate distance in Miles.	Rate per ton, Butter.	Observations.
		s. d.	
1. Dromahair, S. & L., G.N., and L. & N.W.	450	49 2	The Irish rates tabulated in these three lists are all O.R., and supposed to be exceptional.
2. Loughres, ..	457	55 0	——
3. Galway, ..	468	60 0*	Also from Balla, Ballina, Ballyvary Swineford, &c. There is an alternative circuitous sea route at 54*s.* 2*d.*
4. Ballyhaunis, ..	466	60 10	Same rate rules for Ballinlough, Ballinrobe, Castlerea, Claremorris &c.
5. Oughterard ..	454	61 8	There is a cheaper rate by Westport or Sligo—55*s.*—but a long sea voyage is almost as undesirable for butter as for eggs.
6. Clifden, ..	517	65 10	The last four are the highest Irish rates; the others are common.
7. Caen (France), ..	—	20 0	All these rates are on the authority of London wholesale merchants actually engaged in the trade.
8. Esbjerg(Denmark)	408	27 9	
9. New York, ..	3,100	42 0	
10. Montreal, ..	3,086	45 0	All the Continental rates to London are very cheap, as there is the water competition. It follows from them that the London market is practically closed against the ordinary Irish exporter.
11. Montreal, ..	3,086	53 6	
12. Wellington (N.S. Wales).	12,000	66 3	

* C. & D.

* Figures for 1906 kindly supplied by Mr. Adams, Superintendent of Statistics, Department of Agriculture (Ireland). Report not yet issued.

† Reply to an inquiry of the writer's.

‡ Board of Trade Returns.

To Manchester.

From.	Approximate distance in Miles.	Rate per ton. Butter.	Observations.
		s. *d.*	
1. Dromahair, S. & L., and G.N.	277	42 6	*Via* Liverpool. *All* the towns on the S. & L. up to Enniskillen are grouped under this rate. At Enniskillen the G.N. carts the butter. The rate, carting included, is just the same as from Dromahair.
2. Castlebar, M.G.W.	321	—	
(*a.*) By Dublin,	—	46 8	So Kiltimagh.
(*b.*) By Westport,	—	42 1	
3. Belleek, G.N., ..	278	48 4	C. & D. So Ballyshannon.
4. Clifden, M.G.W.	345	49 2	
5. Castlerea, M.G.W. (*a.*) By Dublin,	283	50 0	Ballyhaunis, Claremorris, Ballinrobe, &c., are also charged this rate.
(*b*). By Sligo, ..	—	45 0	
6. Ballaghaderreen,	291	50 0	In No. 6, 56*s.* 8*d.* has been paid by the I.C. Association (Manchester), the weight of the timber being charged for.
7. Esbjerg (Denmark)	—	37 8	As in the previous list, all the rates up to No. 6 inclusive are abstracted from the Department of Agriculture's pamphlets — "Transit of Butter." In instances they have been compared with the station rate books and with Manchester merchants' invoices, and so confirmed as the existing rates. They are all per goods train. No collection on this side, except in No. 3, but delivery in England.
8. Copenhagen,	—	42 0	
9. Werhus and Odense (Denmark).	—	47 0	
10. Malmo, Gothenberg, and Elsenberg (Sweden).	—	47 0	
11. Riga (Russia), ..	—	50 0	
12. Montreal (Canada)	—	45 0	The remaining rates in this list are given on the authority of Manchester wholesale merchants actively engaged in the trade. According to them the No. 12 Montreal rate has been sometimes as low as 25*s.*

To Glasgow.

From.	Approximate distance in Miles.	Rate per ton, Butter.	Observations.
		s. *d.*	
1. Dromahair, ..	237	33 4	O.R. *Via* Derry.
2. Copenhagen, ..	—	30 0	The continental inland rates for exports are very low.

It is worth noting that, as reported in the daily Press, the Government of Australia a few months ago signed a new mail contract with the Orient S.S. Company. The annual subsidy agreed upon is £170,000. The new contract will begin to take effect in February, 1910. "The Commonwealth rate of ½*d.* per lb. for butter," state the daily papers, "and 60*s.* per ton for carrying fruit will be paid." All ports in Australia are grouped together. It will be all the same to forward from Sydney in the east as from Perth in the west of the Continent. A fleet of five or six magnificent new steamers of 11,000 tons burthen each, fitted up with refrigerating chambers, will carry this produce to the English markets. Australian railways are already in the hands of the Australian Government, and are helping on the agriculturists all they can—in other words, assisting them to knock out the unsupported Irish competitor.

It is also to be taken into consideration in those comparisons, that for almost all foreign butter traffic, as for Australian and also Canadian, cold storage compartments in transit and at the ports are available. For Irish traffic, they are a luxury rarely at its disposal. This much increases the difference.

Undoubtedly, could creameries or butter merchants combine and put together wagon loads, somewhat after the fashion of the German forwarding agents, they might lower transit rates by fully 10 per cent., or—as Mr. Rea, manager of the L. and N.W., speaking at Newport, on the 5th February, 1905, to a meeting of English agricultural societies, pointed out—by possibly as much as 19 per cent. But, in practice, with our score of railway systems each herding its own traffic, such full-blown co-operation is Utopian. It has been often considered and as often rejected as unworkable. In Denmark, it is true, almost all butter is sold through federations, and principally through one—the very successful *Danish Co-Operative Export Association.** But Denmark has what (through no fault of our own) we lack—half-a-dozen causes leading up to this. It has, particularly, the advantage of the very active assistance of its Government, both in organising the export trade and in marketing it.†

Comparing, for instance, in the above lists the two last ton rates, viz.: that from Dromahair to Glasgow with that from Copenhagen to Glasgow, it will be observed that, looking at it under another light, the Irish rate does not exceed the Danish by more than a small fraction of a penny per lb. It has been frequently suggested at the Commission that such trifling differences are scarcely worth talking about. But no one actually engaged in trade or commerce would, I am convinced, maintain this.

What the wholesale merchant regards is not the lb. but the ton rate. Here two or three shillings is a large difference. But in this era of strenuous competition, the advantage of even the homeopathic part of a penny in the lb. in the rate is not to be despised. It may be quite sufficient to bowl over a competitor. Foreigners, in their alertness, are, at all events, quite alive to such minutiae. "Certain valuable products and by-products of the German mines and iron-works," states a writer in the *Contemporary Review*,‡ in discussing the lesson of the German water-ways, "and the more bulky products of the chemical industries in Germany can only be sold in Germany and abroad owing to the cheapness of transport by water, and in many cases the profit is cut so fine that an increase of the freight charges by about one-fiftieth of a penny per mile would inevitably kill important industries which it seems are at present killing the industries of countries at present competing with Germany." These statements are made on the authority of a Major Kurs, who, according to the writer in the *Review*, is a leading authority on inland navigation in Germany. It is accordingly seen to be universally true, in commerce no less than in art or literature, "the little more" is "much," and the "little less" is "worlds away"—a head may win the Derby. If our little industries struggling into life cannot have what every great industry in England and all the world over enjoyed in their infant stages, help and protection, they demand at least fair play. The manufacture of linen in one corner of Ireland, for example, is now strong and vigorous. It boasts it can defy the world, and would vigorously kick away from others the ladder by which itself did rise to such pre-eminence. It forgets it was well nursed just when it most wanted tending. Between 1712 and 1783, the fostering Irish Parliament lavished its attention upon it, bestowing on it premiums to the value of £888,813.§

* Of the imports from Denmark in 1903, for instance, 57 per cent. came from Co-operative societies. In Ireland there are 900 Co-operative societies, and their annual turn-over exceeds £2,000,000.

† Belgium, Germany, etc., are equally at the back of their subjects. At the Musée Commercial at Brussels, conducted by the State Railway Department, all information as to current prices of Belgian—and even of other countries'—products in foreign markets, cost of transport, best routes, etc. may be obtained gratis on application, either in person or by letter. Belgium plainly does not take the contracted view that the function of a Government is merely protection of life and property, and the even distribution of justice. It attempts for the good of its subjects the performance of all acts which individual members of the public are, by themselves, unable to accomplish.

‡ Dec., 1904, p. 786.

§ History of the Commercial and Financial Relations, by A. E. Murray, D.Sc. (London), London, King & Son, 1907, p. 183

No country in the world has built up a commerce and manufacturing industries under an unrestricted free trade, and it is pretty safe to say no country ever will. But a Government whose policy works out in suppressing its own subjects' enterprise and assisting its neighbours', in being at best avowedly as beneficial to its enemies as to its friends, must be either drawing pretty near the end of its resourcefulness or else, as far as anyone can see, have rather much foolishness mixed up with its wisdom. The millennium has not yet arrived.

(*b.*) *Careless Handling.*

Complaints as to this are frequent. "We are at one with you regarding the quality of Irish butter," write, in a letter before me dated the 2nd November last, Messrs. Lethem and Sons, Leith, to the manager of a certain North-Western creamery, whose turnover for the year 1906 amounted to £11,752. "We think it is well worth pushing, but when we get a shipment, such as you sent us, it goes a long way to stop buyers from handling Irish butter. Our Danish dairies invariably turn out right . . . . What you say is quite correct about your transit arrangements. They are inferior to Danish. The butter when it comes in here is in a dirty condition." "For some reason, particularly in warm weather, boxes frequently arrive broken, and the butter damaged in consequence," write Messrs. Clement and Sons, Glasgow, to the Killasnet Co-operative Dairy Society, Limited, on the 14th June, 1907. "We should have done a much larger trade with Irish creameries had the condition of goods on arrival this side been satisfactory. In a large measure, careless handling in transit and a lack of uniformity in temperature throughout the journey are responsible." So write from Yeovil, Messrs. Alpin and Barrett, of the Western Counties Creamery, Limited, to the same Leitrim Society in a third letter before me, dated 17th of the same month. As Leitrim and Sligo Co-Operative Creameries, not to speak of other creameries in the same two counties, send annually between them to cross-Channel markets close on £150,000 worth of butter—in 1906, for instance, its value was £132,623—this matter is seen to be invested in their eyes with a very practical interest.

As to the lack or poverty of the provision of refrigerating arrangements for the carriage of this perishable commodity, it is to be remarked that it is in the heat of summer that this country's trade in it is briskest. More than once the Department of Agriculture (Ireland) has circularised the railway and steamship companies about it. Five years ago, the Liverpool Wholesale Grocers and Provision Merchants' Association, also made pressing representations to them. Farmers' societies and individual exporters have, off their own bat, being equally emphatic. The results of all the agitation are not conspicuous. Excluding fish wagons, it would be interesting to know how many refrigerator vans there are in the country, and where they are placed. In the Returns of Working Stock, No. 6 in the half-yearly reports, the Great Southern and Western is the sole company I can find that thinks it worth while mentioning them.

In the beginning of the year 1907 the *Irish Homestead*, the recognised organ of the Irish co-operative movement, gave week after week numbers of cases of dairy societies' losses due to transit damages. Instances may be seen in the issues of January 19th and February 22nd. Singular inferences follow from the details. First, granting the damaged goods passed over three companies' lines, and assuming, what will be pretty sure to happen, that no proof is forthcoming as to which of the three is the culprit, in invoking the law you must sue jointly the whole three of them. But, at best, you decree merely one; the case against the other two will be dismissed. Their costs, of course, will be saddled on you. As witnesses must needs be brought from England or Scotland these costs cannot by any means be light. Your suit then works out this way:—You are awarded, say, £6 damages, the full extent of your claim, but you are out perhaps £10 in expenses. Naturally, next time your goods are lost or injured you put up with it as best you can. The Irish Co-Operative Agency at Limerick has had such experience.

Again, let us suppose the consignor happens, for a wonder, to be more fortunate, and can fasten the damage on a particular English system's employees. But it by no means follows that it is then plain sailing for him. This English carrier company may have no office in Ireland—but two or three of them have. Should this be the case, the prosecution of the claim would involve the consignor in more expense and trouble than the whole thing would be worth. He will, naturally, be advised by his solicitor to drop the matter, and he will act wisely in doing so.

This, too, is not an imaginary case. It is typical of many actual occurrences. The farmers' paper referred to recalls many specific instances of such experiences. Cases of eggs were lost, butter was pilfered, whole boxes of it were smashed up, in one case ten at a time.* The exporter grumbled; but he had to bear it. An Act of Parliament is clearly called for. But as the editor shrewdly surmises, we may be all "old men or old memories" before it receives the King's signature. In despair he advises another course. There the matter rests. As far as the Statute Book is concerned, Irish export produce may be lost, stolen, or destroyed. The law affords redress in theory, in a large number of cases none in practice.

It is not sought to be maintained that railway companies are wholly conscienceless and will not sometimes (when well worried) make amends for losses for which they are responsible. As a matter of fact they do now and again. On August 2nd, 1906, for example, Killeshandra Co-Operative Agricultural and Dairy Society, Limited, sent £78 worth of butter to Bristol. It succeeded in reaching Bristol on the 9th, but very much the worse for the journey. The consignee's claim in respect of it was, after sheaves of correspondence, paid. But it was not until the succeeding January, and then by no means as a right. Generally, however, the merchants on the other side adopt a much easier course. In the words of a letter before me from an experienced creamery manager, a gentleman who markets £12,000 worth of butter annually, and who is also secretary to the Irish Co-Operative Managers' Association, Mr. de Lacy, of Collooney, they almost invariably prefer "mulcting the Irish creamery to the trouble of going to law with the railway companies."

It should be noted that in such instances as the above, though a claim were paid promptly on its establishment and in full, that does not quite square the business. There still remains no amends for the serious business disarrangement that ensued, and the customer's consequent reluctance to run the risk of repetitions of the annoyance if he can avoid it. Here is where the Danish competitor has the pull over us. His consignments, as Messrs. Lethem and Sons, of Leith, put it in a letter already quoted from, "invariably turn out right," and turn up at the appointed time.

The writer's personal experience bears out all this. Last July, on my way through England for a vacation, I observed, for instance, in a Liverpool docks shed twenty boxes of butter. The brand indicated they came from Killeshandra. Two of them were as soiled as if they had been carried in an uncleaned cattle wagon. A few others were more or less broken. A few of them were oily, as if the contents had been subjected to a high temperature, and were oozing out. The boxes were all of the strong, recommended pattern. A wholesale Manchester merchant, to whom I mentioned this, instead of expressing surprise, described it as a not uncommon incident of the trade. On the 19th of the same month he said there had reached him from Granard Creamery thirty-five boxes of butter. They had been booked at Ballywillan, and came by the M.G.W.R., Dublin Steam Packet, and L. and Y. They were equally battered, broken, and unsightly. An inspector of the L. and Y., who, on complaint being made, came to see them. I was informed, admitted the mauling and the deterioration.

(*c.*) *Delays.*

In returning from vacation, the writer spent a day at Manchester, and interviewed some of the wholesale butter merchants. Fresh from hearing Mr. Gibson's (of Limerick) evidence before the Commission, I made inquiries particularly about the methods of handling and about prompt arrival. They all complained on both scores, *i.e.*, about the soiled condition in which many of the cross-Channel consignments reached them, and of what Mr. Gibson especially urged, perpetual delays. They were always nervous about the Irish butter reaching them in time; about the Danish they had no misgivings. As their stores are small delays especially put them out. Just as I was speaking to him,

* A large Liverpool importer of eggs, asked by the writer about breakages replied:—"From Ireland they average 60 in 12 hundred, if only 35 or 40 we consider it very good. In the same number coming from Austria or Denmark, only 6, that is to say ½*d.* in the hundred, covers the breakages." "What about delays from Ireland?"—"They'd vex a saint."

Mr. Cronin, of the firm of Cronin & Sons, was summoned away to the telephone. He informed the rather irate caller that he regretted his Irish butter consignment has not yet arrived—it was fourteen hours overdue—but that not to disappoint him he had already despatched to his address some boxes of butter by passenger train. The difference in freight—he was quite used to this—Mr. Cronin himself paid. "This," he said, "is a sample of our difficulties in dealing with you. We would like to help you, but we can't. Your railways are all at fault. One is worse than another. I would give 10*s.* a cwt. more for Irish butter if I could be sure it would arrive as regularly as Danish."

Delays will occur once in a while under any and all circumstances. But here there is a recognised constancy in the irregularity. It is often due, I should expect, to some failure of transhipment from one railway company's premises to another. Unification should tend to lessen the liability to this. Last July, going up to Dublin as a witness before the Commission, I placed my travelling bag, containing my notes, properly labelled for Dublin in the guard's van at Manorhamilton. Passing from the S. and L. to the G.N. it stuck at Enniskillen. After much trouble and some expense I got it next day. This exemplifies what may occur.

Some years ago the hon. secretary of the Sligo Co-Operative Conference Committee—a committee, by the way, which represents thirty-four working societies having an aggregate membership of 13,849 individuals*—was directed to make inquiries as to how it was Danish butter was beating ours on the markets. The writer happened to be secretary at the time, and accordingly wrote to Bolton and Glasgow. The reasons of it were most carefully sought out by correspondents, and the views of the leading wholesale merchants in these two cities obtained. They all insisted on the two points just mentioned.

On this side, in local traffic delays are much too common. In December last twenty-eight boxes of butter, received and receipted for at Ballymote Station on the 7th, were not delivered at Belfast on the 11th. Not, however, surprising since, though the journey is short, they had to pass over three distinct systems—the M.G.W., the S. and L., and the G.N. As is usual in delays, half-a-dozen nimble sixpences went skipping about in telegrams hunting them up. A supply of tobacco, ordered in view of a fair, may come when the fair is over; or a barrel of apples for Hallow Eve may, as happened, arrive on the 3rd or 4th November, when apples are a drug on the market: but there is never any redress. Should the trader, in his inexperience, apply for it or complain, he is told in very polite language, if a big man, what amounts to, "Go to Jericho." Should he be a small man, the chances are there will be no picking or choosing of words about it. Certain Irish companies have, indeed, according to the traders, attained a distinct character for lack of civility to small customers. It is *Vae victis* with them.

For promptness and safety in delivery the Post Office is very much dependent on railways. That it should, notwithstanding, rise so manifestly superior to them arrests attention. Comparatively, its losses, injuries, and delays are not worth mentioning, and it has almost none that are untraceable. The unity of its system has undoubtedly to do with this. But it is also attributable, one should expect, both to the careful system of stamping and checking which afford a good chance of tracing a damage to the exact author, and also to the fact that the supervising officials, instead of being interested in screening, look most carefully and courteously into every individual case of complaint brought under their notice by any person however humble, and take steps to insure against its recurrence.

A leaf might, with advantage, be abstracted out of the Post Office note-book.

APPENDIX No. 10.

EXPLANATORY STATEMENT transmitted by Mr. W. O'REILLY, D.L., Representative of the Louth County Council, as supplementary to his evidence before the Commission on the 12th October, 1907.

Referring to statements in my précis of evidence concerning the Dundalk coasting steamers and the questions addressed to me on this point by Lord Pirrie and Mr. Sexton, to which I was at the time unable to give satisfactory replies, I have since made further inquiries, and have obtained the following information:—

1. That the coasting steamers have been crushed out, and the service discontinued.

2. That, as I said I feared would be the case, the railway company have re-imposed their higher former rates. In particular, porter—one of the most general, if not the largest, import to Dundalk from Dublin—has been raised from the temporarily reduced rate of 6*s.* 8*d.* per ton to the former rate of 8*s.* 6*d.* Corn, the main product of the country, has been raised to its original rate. Both rises since October 1st.

3. Traders to whom I quoted the law, as explained to me by Sir Herbert Jekyll, that the railway company could not re-impose the higher rate, unless they could justify it on appeal to the Railway and Canal Commission, confirmed my view that such appeal was expensive, troublesome, and insufficiently productive of result; and stated further that any such appeal on their part would be resented by the railway companies, who would probably make them suffer for it in some other way.

Referring to Q. 27434, *et seq.*, by Mr. Acworth and Mr. Sexton, to which my answers seem rather confused, I should like to be allowed to explain that I had in my mind not only might it be necessary to connect up loose ends of railway and construct others, but that, furthermore, reduction of rates might also be necessary in the interests of the country. The Allport Commission recommended an all-round reduction of 42 per cent. Such expenditure and reductions might be temporarily unremunerative. The same Commission considered that in eleven years the increased business would overtake the immediate loss. During such a period some further security for interest might be required beyond the railway receipts. Such security might be given either by the State, as suggested by Mr. Acworth, or in view of the findings of the Financial Commission, we should be perfectly entitled to demand it, or it might be secured by the rates of Ireland.

* * * * * *

* Deduced from statistics in the Report of the Irish Agricultural Organisation Society, 1907.

APPENDIX No. 11

ABSTRACT of proposed Evidence furnished by Mr. John M'Laughlin, Portglenone, on behalf of the Ballymena Rural District Council, on the 12th October, 1907.

(Mr. M'Laughlin was not examined.)

I am resident in the town of Portglenone since 1861. It is a registered market-place. Fairs and markets were held in the town previous to and since that date, but were gradually growing smaller, and are now entirely extinct. The main cause was and is the want of proper facilities for forwarding produce in large quantities in reasonable time. The district is rich and fertile and grows the ordinary crops—potatoes, oats, flax, hay, and grass seed, etc.—in abundance, but farmers are compelled to market in other towns, chiefly Ballymena, which is well-circumstanced in regard to railways. The town has dwindled and decayed, and is now little better than a cross-roads, ten miles from a market. The residents always realised the great drawback of want of railway accommodation, and made repeated efforts to come into touch with the Northern Counties line since it was made. It is a tradition here that one of the first projected railways in the North of Ireland was from Larne to Portglenone. In 1874 a branch line was surveyed and mapped from Ballymena to Kilrea, through Portglenone. The mapping and surveying were paid by public subscription. A deputation, of which I was a member, waited on the Directors of the Northern Counties Railway Company to ask assistance. On same day a deputation from the projected Derry Central Company waited on the Directors, and after discussion they decided to support that scheme, as a great deal of support from local landlords, including the London Companies, was promised. Our scheme was put on the shelf.

In 1878, the late Mr. James Chaine, M.P., proposed a continuation of the Ballymena and Larne Railway (narrow gauge), then lately made into Ballymena, into Portglenone, so as to tap the South Derry traffic. This was warmly taken up by the public, who subscribed about £13,000 in shares. A Bill was promoted in Parliament and was passed by the Lords' Committee, although opposed by the Northern Counties Company. The opposition was continued before the Committee of the House of Commons, with the result that a clause was inserted making the line practically broad gauge, with optional powers to the Northern Counties Company. This clause killed the project, as no more shares could be sold, and great expenses had been incurred. After holding on for five or six years the Portglenone Company was liquidated. The loss in money to the country was about £10,000. Since then no effort has been made, as it would be impossible to raise capital in the district owing to these failures. The now proposed road tramway from Portglenone to Carnlough, through Ballymena, would be about twenty-six miles long, and, except for a distance of about four miles, lies entirely in the Ballymena Rural District, and would be of much advantage, as it would give cheap and easy access to the principal markets, of which four are held in Ballymena each week; would serve the various industries along the route, and it would largely benefit the villages of Broughshane, Gracehill, Ahoghill, and Portglenone, and especially benefit the Portglenone district by providing a means of obtaining lime from Carnlough and the limekilns adjacent to Larne. Lime is a very important manure for the lands about the Bann, and is used as largely as the farmers' means permit. Under present conditions it is inconvenient and costly to provide.

The Northern Counties (now Midland Company) give through rates, Belfast to Portglenone *via* Cullybrackey station, for goods, but those rates are high and effectually handicap local traders. The town is thirty-three miles from Belfast. Grain, flour, feeding-stuffs, bran, etc., etc., cost 10*s*. 6*d*. per ton. General goods, 15*s*. 6*d*., 19*s*. 3*d*., up to 26*s*. per ton. Freight can be saved by booking goods to Ballymena and starting from thence, so that the through rate is not only of no use, but is much higher. For this one reason, trade in feeding-stuffs, coals, timber, and all heavy goods has been diverted to Ballymena and elsewhere. Had we railway accommodation we would still hold an amount of the traffic outwards and inwards, and perhaps arrest the decay of the town.

Inside the distance of eleven miles there are no less than fourteen railway stations, while we are isolated. The nearest, Cullybrackey, is six miles over a difficult road, but Ballymena (ten miles) is the principal one. Had we any up-to-date means of communication, we believe the Lower Bann Valley would be much frequented by tourists and holiday trippers.

I am of opinion that owing to the great expense of making and maintaining an ordinary railway it would be difficult, if not impossible, to raise the capital necessary, and that the volume of trade would not guarantee a dividend, but a tram line laid on the side of the existing main roads would have a fair chance of success. The County Council is willing to give all facilities in its power, and the Rural District Council would help all it could, even to the extent of a guarantee on the rates, as there would occur a great saving in the upkeep of roads. The Northern Counties Company offered help at one time under the "Light Railways Acts," and should now give support, as the contemplated tramway would undoubtedly serve as a feeder for their line. The owners of industrial concerns at Carnlough, of the Clonytrace Iron Mines, the various firms owning works at Broughshane, the Urban Council of Ballymena, the Lisnafillan Bleaching Co., and residents all along the tramway route would co-operate, and it should not be difficult to raise the money required if a grant could be obtained from the Treasury. Many efforts have been made to induce spinning and weaving, hem-stitching and shirt-making firms to establish branch works at Portglenone, as labour was plentiful and cheap, but without success—want of railway facilities being the principal block in the way. Our working people, left idle by the failure of the hand-loom trade, had to migrate and emigrate to find employment. A new industry is springing up along the River Bann. The peculiar white clay which gives the name to the river and called, I believe, "Gusselguhr," is raised and prepared for export by an English firm. The cost of carriage to Belfast or Coleraine is very high. The proposed tramway would enable them to ship at Carnlough in small vessels or steamers, at a greatly reduced cost of freight, and thus help to develop, commercially, the immense deposits of clay and peat in the district.

APPENDIX No. 12.

EXTRACTS from published notices relative to Excursion arrangements handed in by the Manager of the Belfast and County Down Railway during the examination of Dr. GEORGE GIBSON, J.P., representative of the Donaghadee Urban Council District, on the 14th October, 1907.

I.

1905.

Spring Show.

"BELFAST AND COUNTY DOWN RAILWAY.

Jubilee Horse and Cattle

SHOW

At Balmoral,

On Wednesday, Thursday and Friday, 10th, 11th and 12th May.

RETURN TICKETS AT SINGLE FARES

Will be issued to *Belfast* at all Stations from Newcastle to Comber, also from Ballynahinch, Ardglass and Donaghadee Branches, to Members and Exhibitors on production of their Show Tickets, and to Passengers purchasing at the Booking Station a ticket of admission to the Show Grounds at Balmoral."

II.

Summer Show.

"HORSE AND SHEEP SHOW AT BALMORAL

on

Wednesday, Thursday and Friday, 5th, 6th and 7th July.

RETURN TICKETS AT SINGLE FARES

Will be issued to

BELFAST

At all Stations from Newcastle to Comber, also from Ballynahinch, Ardglass and Donaghadee Branches, to Members and Exhibitors on production of their Show Tickets, and to Passengers purchasing at the Booking Station a Ticket of Admission to the Show Grounds at Balmoral."

III.

1906.

Spring Show.

"HORSE AND CATTLE SHOW AT BALMORAL

on

Wednesday, Thursday and Friday, 23rd, 24th and 25th May, 1906.

RETURN TICKETS AT SINGLE FARES will be issued

To BELFAST

At all Stations from Castlewellan to Comber, also from Ballynahinch, Ardglass and Donaghadee Branches, to Members and Exhibitors on production of their Show Tickets, and to Passengers purchasing at the Booking Station a Ticket of Admission to the Show Grounds at Balmoral."

IV.

Summer Show.

"HORSE AND SHEEP SHOW AT BALMORAL.

on

Wednesday, Thursday and Friday, 25th, 26th and 27th July, 1906.

CHEAP RETURN TICKETS will be issued to BELFAST from Stations by Trains and at Fares as under:—

From.	Trains at.				Return Fares.		
	a.m.	a.m.	a.m.	a.m.	1st Class.	2nd Class.	3rd Class
Donaghadee,	7.20	8.30	9.0	10.15	3/6	2/9	2/3
Groomsport Road,	7.20	8.38	—	10.24	3/-	2/6	2/-
Newtownards,	7.40	8.50	9.18	10.34	2/8	2/2	1/10
Comber.	7.55	—	9.28	10.47	2/4	1/10	1/6

The above Fares include One Admission to the Show Yard.

Tickets available for Return on date of issue only.

Single Fares, plus 1/- for admission to Show.

CHARLES A. MOORE, *Manager.*"

APPENDIX No. 13.

COPY of a Document handed in by Mr. TATLOW, on behalf of the Associated Irish Railway Companies during the examination of Dr. GEORGE GIBSON, J.P., representative of the Donaghadee Urban District Council on the 14th October, 1907.

FREE TICKETS FOR NEW RESIDENTIAL HOUSES.

Companies who issue the above tickets.	Term of years.	*Companies who do not issue the above tickets.*
		Great North of Scotland Railway.
		Great Western Railway.
		Cheshire Lines Committee.
		Sligo, Leitrim and Northern Counties Railway.
Furness Railway (to purchasers of building plots on the Company's Seascale Estate only),	7	North British Railway.
Cork and Macroom Direct Railway,	5	Highland Railway.
Great Southern and Western Railway,	5	Glasgow and South Western Railway.
Cork, Blackrock and Passage Railway (for a house the poor law valuation of which is between £11 and £20—one year additional allowed for every £10 or fractional part of £10 increase in the valuation above £20),	5	Caledonian Railway.
		South Eastern and Chatham Railway.
		Metropolitan Railway.
		Cork, Bandon and South Coast Railway.
		Midland Railway.
		London, Brighton and South Coast Railway.
Londonderry and Lough Swilly Railway,	7	London and South Western Railway.
Dublin and South Eastern Railway,	7	North Eastern Railway.
Great Northern Railway (Ireland),	7	Great Central Railway.
Midland Railway (Northern Counties Committee),	10	London and North Western Railway.
		Lancashire and Yorkshire Railway.
Midland Great Western Railway,	5	Great Northern Railway (E.).
Belfast and County Down Railway—Main Line,	10	Great Eastern Railway.
Do., do., do., Bangor Branch,	7	London, Chatham and Dover Railway.

APPENDIX No. 14.

COPY of a LETTER from Mr. ROBERT SLOAN, Donaghadee, Representative of the Donaghadee Urban District Council, relative to matters referred to by him during his examination on the 14th October, 1907.

19, High-street, Donaghadee,
17*th February*, 1908.

To George E. Shanahan, Esq.,
Secretary, Vice-Regal Commission on
Irish Railways.

DEAR SIR—

Please find enclosed the particulars relative to charges on goods, mentioned during my examination in Dublin, in October, 1907. (Question 28297.)

Yours truly,

(Signed), ROBERT SLOAN.

(Enclosure.)

High-street, Donaghadee,
17*th February*, 1908.

DEAR SIR—

In reference to the freights before the Commission, in Dublin, on the 14th October, 1907, you were quite correct as regards the Falkirk castings from Glasgow to Donaghadee. When I asked the Belfast and County Down Railway Company for an explanation, they said this is how it is with us:—We had to pay Messrs. Burns' steamer 8*s.*, the Belfast Harbour dues 2*s.*, collection fee 1*s.*, 8*s.* 6*d.* per ton on our line. That was 10*s.* 9*d.* for 1 ton and 5 cwt., and 1*s.* 3*d.* for delivery to me at Killaughey-street. That was in 1896, sometime from September until November. I am sorry, although I have looked it up, I cannot find the receipt.

Yours truly,

(Signed), JAMES M'CLURE,
Builder.

To Robert Sloan, Esq.,
Donaghadee.

APPENDIX No. 15.

COPIES of CORRESPONDENCE handed in by Mr. THOMAS M'DERMOTT, Foyle and Bann Fisheries, Londonderry, during his examination on the 15th October, 1907.

I.

Foyle and Bann Fisheries, Londonderry,
31*st May*, 1906.

DEAR SIR,

I have received a telegram from Messrs. Henry Barber and Sons, London, in which they say—"Bann salmon, one box received 9.25, 2*s*. 3*d*.; one box 10.20, 2*s*. 2*d*. This is a loss of a penny a pound on one box, equal to 12*s*. 6*d*., and the late delivery of the first box may have occasioned a loss on both boxes. I will have to ask you to pay the 12*s*. 6*d*. loss on the later box, and now, at the beginning of our season, I wish to intimate to you that if you are not prepared to deliver our consignments in a reasonable time I will have to divert our traffic. I cannot bear to have another year's worrying over late deliveries, same as I had last year.

Yours faithfully,
THOMAS M'DERMOTT.

James Cowie, Esq.,
Traffic Manager, Midland Railway
(Northern Counties Committee),
Belfast.

II.

Londonderry,
DEAR SIR, 14*th June*, 1906.

I enclose copies of two telegrams just received from our agents in London. The boxes unsold will certainly bring twopence a pound less to-morrow, and I will have to make claim for the loss. Please say over what route were these fish carried from steamer.

Yours faithfully,
James Cowie, Esq., THOMAS M'DERMOTT.
Belfast.

COPIES OF TELEGRAMS.

M'Dermott, Foyle Fishery,
Londonderry.

Four boxes Bann arrived 10.40. One box salmon, 1*s*. 10*d*.; one box grilse, 1*s*. 3*d*. Two boxes unsold, market being over.—Barber, Billingsgate.

Foyle Bann Fishings, Londonderry.

Fish arrived 12.45. Not sold.—Stuarts, Billingsgate.

III.

Midland Railway Company
(Northern Counties Committee),
Belfast, 16*th June*, 1906.

DEAR SIR,

I am in receipt of your letter of 14th inst., with enclosure, and regret the necessity to complain of delay in transit of the consignments of fish to London. I am taking the matter up for inquiry, and shall write you further with particulars in a few days.

Yours truly,
JAMES COWIE, per J. M.,
Traffic Manager.

T. M'Dermott, Esq.,
Foyle and Bann Fisheries,
Londonderry.

IV.

Midland Railway Company
(Northern Counties Committee),
Belfast, 21*st June*, 1906.

DEAR SIR,

Referring to your letter of the 14th inst. in regard to delay to salmon while in transit from Coleraine to London on the 13th inst., I beg to inform you that I have taken the matter up with the L.N.W. Company. The salmon was conveyed by the L. & N.W. route.

Yours truly,
JAMES COWIE, per J. M.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

V.

Midland Railway Company
(Northern Counties Committee),
Belfast, 31*st July*, 1906.

Foyle and Bann Fisheries Complaint.

DEAR MR. M'DERMOTT,

Referring to your letter of 14th ult. respecting four boxes of salmon despatched to Messrs. H. Barber and Son, and four boxes to W. F. Stuart, both consignments having been despatched from Coleraine to London on the 13th ult., I beg to inform you that I have now received reply from the London and North Western Company's Superintendent at Euston, who states that the fish reached there by train due at 8.8 a.m., but some delay occurred in the delivery owing to a van not having been available until 9.30 a.m. Delivery was effected in market at 10.20 a.m. on the 14th June, and the delay is greatly to be regretted, the circumstances of which were duly gone into, and it is hoped that the steps taken will prevent a similar occurrence.

Yours truly,
JAMES COWIE, per J. M.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

VI.

Londonderry,
DEAR SIR, 23*rd July*, 1906.

Your sale of Saturday was so much below what was realised by our other salesmen that it is impossible for us to continue sending you our fish for sale, at least in such large quantities. It is no excuse for you to say that you had to sell at a lower price because of the late delivery by the Railway Company. You should make the Railway Company either deliver the fish in time or pay the loss, and if we have to withhold our shipments or send you less you have good cause for action against the Railway Company for loss and damage to your trade. I have written so often to the Railway Company here complaining that I cannot think of writing any more. Would a question asked in the House of Commons have any good result?

Yours faithfully,
THOMAS M'DERMOTT.

John Lowry, Esq.,
Manchester.

VII.

Londonderry,
6th August, 1906

DEAR SIR,

Overleaf I give copies of three telegrams received here on Saturday, and I make no comments.

Yours faithfully,
THOMAS M'DERMOTT.

James Cowie, Esq., Belfast.

COPIES OF TELEGRAMS.

M'Dermott, Foyle Fisheries.

Four boxes arrived 12.55; too late for customers; if any loss will advise you amount to claim.—Barber, Billingsgate.

Fisheries, Derry.

Two received 1 o'clock; regret impossible make sale.—Grant May, Billingsgate.

Foyle Bann Fishings, Derry.

Your fish arrived 1 o'clock; not sold; will do best Monday, and let you know if any loss.—Stuarts, Billingsgate.

VIII.

Midland Railway
(Northern Counties Committee),
Belfast

DEAR SIR,

I am in receipt of your letter of 6th inst., and extremely regret the necessity to complain of late delivery of fish at London on 4th inst. I am taking the matter up strongly with the L. & N.W. Company, and after the matter is fully enquired into I shall communicate with you further.

Yours truly,
JAS. COWIE, per J. O.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

IX.

Londonderry,
8th August, 1906.

DEAR SIR,

Overleaf I give copies of two letters received to-day. The fish, Mr. Barber says, would have brought 1*s.* 6*d.* per lb. had they been delivered in time on Saturday, have since been sold, 300 lbs., at 1*s.* 2½*d.*, and 300 at 1*s.* 2*d.*, which is a loss of £9 7*s.* 6*d.* The carriers cannot realise the enormous losses we sustain through their delays in delivering our fish

The meaning of Mr. Lowry's letter is that when we transfer our consignments to another market on the grounds that he cannot obtain adequate prices owing to late deliveries he will have to take action against the carriers for loss to his trade, and this is what I shall recommend him to do, and thus give the carriers an opportunity of showing that they are not to blame in the matter.

Yours faithfully,
THOMAS M'DERMOTT.

James Cowie, Esq.,
Belfast.

(COPIES OF LETTERS REFERRED TO ABOVE.)

London, *7th August*, 1906.

DEAR SIR,

With reference to the four boxes received too late for sale on Saturday, we consider that if these had arrived in good time for market they would have realised 1*s* 6*d.* per lb. We, therefore, advise you to claim for the difference in the price owing to the delay.

Yours faithfully,
HENRY BARBER & SON.

T. M'Dermott, Esq., Londonderry.

Manchester, *7th August*, 1906.

DEAR SIR,

I am sorry you have to complain of our prices, but I assure you I am doing my very best. I really don't get a chance of our early market, not a single morning, although I have a man and horse waiting the arrival of the train every morning. I will go on Wednesday and see the Superintendent, and give him to understand it is likely some action is going to take place for the recovery of these losses you have sustained, and also show him the loss it is going to be to me as well as the company on account of the fish having to be sent to other markets in consequence of their late deliveries. Shall let you know how I get on.

Yours truly,
J. LOWRY.

T. M'Dermott, Esq.,
Londonderry.

COPIES of TELEGRAMS received by FOYLE and BANN FISHERIES COMPANY in 1906.

Date.	Hour of Despatch.	Sender.	Message.
June 16	11 24 a.m.	Barber, London,	"Two boxes received 10 o'clock."
,, 29	11 33 a.m.	Do., ..	"Bann three boxes arrived 10.35."
,, 30	3 6 p.m.	Stuarts, London,	"Bann fish arrived 10 o'clock."
,, 30	11 4 a.m.	Barber, London,	"Arrived 10 o'clock."
July 4	11 43 a.m.	Stuarts, London,	"Arrived very late."
,, 4	12 0 p.m.	Barber, London,	"Arrived 11 o'clock. We are strongly to Railway Co. on late delivery."
,, 13	8 53 a.m.	Barber, London,	"Foyle or Bann consignments not yet arrived."
,, 13	1 5 p.m.	Stuarts, London,	"Arrived 12 o'clock."
,, 13	10 0 a.m.	Grant, May, London.	"Not arrived. 5 sold to deliver."
,, 13	11 42 a.m.	Do., ..	"Five arrived this minute, 11.30. Now delivering. This is bad service. We are complaining. Kindly do so. Midland might do better."
,, 14	9 2 a.m.	Barber, London,	"Not yet arrived."
,, 19	8 58 a.m.	Grant, May, London.	"Consignment late. Will wire again."
,, 20	8 52 a.m.	Barber, London,	"Foyle not yet arrived."
,, 21	9 55 a.m.	Do., ..	"Larne fish not yet arrived."
,, 21	10 54 a.m.	Do., ..	"Ten boxes Foyle grilse received 10.30."
,, 21	7 40 a.m.	Lowry, Manchester.	"Now nearly eight o'clock and fish not yet arrived. This looks like price being down, as it has now missed the early market."
,, 21	9 45 a.m.	Do., ..	"8.25 when fish arrived, eight boxes sold, twelve pence halfpenny pound, six boxes at a shilling pound, trout tenpence pound. Now this fish has lost a penny to three halfpence a pound all round with arriving so late."
Aug. 3	11 8 a.m.	Barber, London,	"Limavady grilse received 10.40."
,, 4	11 33 a.m.	Do., ..	"Now 11.20, your fish not yet arrived."
,, 4	11 35 a.m.	Stuarts, London,	"Nothing received from you yet now 11.30."
,, 4	1 22 p.m.	Grant, May, London.	"Your 2 boxes not yet arrived. Afraid too late to dispose of."
,, 7	11 38 a.m.	Barber, London,	"Four boxes received 10.40, unsold."
,, 7	10 0 a.m.	Stuarts, London,	"Foyle grilse. ½ to-day's arrival not here yet."
,, 7	12 5 p.m.	Do., ..	"To-day's fish arrived 10.45 not sold."
,, 8	9 30 a.m.	Barber, London,	"Four boxes Foyle grilse received yesterday late. 1/1."
,, 10	9 38 a.m.	Do., ..	"Larne not yet arrived."

X.

Londonderry,

DEAR SIR, 26*th June*, 1907.

I enclose copy of telegram just received from London, by which you will see that owing to the late delivery of the Bann fish sent by your line yesterday we lost ½*d.* per lb. on the grilse. Of the 20 boxes sent 14 were grilse, and ½*d.* per lb. is 6*s.* 3*d.* a box, so that the loss amounted to the sum of £4 7*s.* 6*d.* I must ask you to compensate my company for this loss.

COPY OF TELEGRAM.

Handed in at Billingsgate 11.10 a.m. Received here 11.50 a.m.

M'Dermott, Foyle Fishery, Londonderry.

Ballyshannon early arrival salmon, 1*s.* 4½*d.*; Grilse, 1*s.* 3*d.*; Bann late arrival salmon, 1*s.* 4½*d.*; grilse, 1*s.* 2½*d.*—Stuarts.

Yours faithfully,

THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

XI.

Londonderry,

DEAR SIR, 1*st July*, 1907.

Referring to the 14 boxes of salmon short shipped by the B.S.S. Company at Belfast on Thursday, the 27th ult., and which were to be sent by the Larne and Stranraer daylight service on Friday morning, and timed to arrive in Liverpool on the same evening, we have been informed by our agents in Liverpool that the fish were not delivered there till Saturday morning, the 29th, and had to be sold for a penny a pound less than if they had been delivered at the proper time. A penny a pound is 12*s.* 6*d.* a box, so that the loss amounts to £8 15*s.* This is a loss which I will have to ask your company to make good. Copies of telegram and letter received from consignees as follow:—

COPY OF TELEGRAM.

Liverpool, *June* 29, 1907.

9.6. a.m. Fisheries, Londonderry.

14 boxes, fourteen pence; 22 boxes, fifteen pence. (The 22 boxes were sent from here on Friday.)

COPY OF LETTER.

Liverpool,

T. M'Dermott, Esq., 29*th June*, 1907.
Londonderry.

DEAR SIR,

Your letter, 28th, duly received. As wired you, we received all the fish this morning. We kept our men waiting until 8.30 last evening, but the 14 boxes did not turn up. We doubt very much if the fish were received as you directed. Some of the boxes had a sprinkling, and others quite bare. We had to sell at 1*s.* 2*d.*, as the fish were softish, and buyers would not give top figure, 1*s.* 3*d.*

Yours faithfully,

D. G. STUART & Co.

Yours faithfully,

THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

XII.

Londonderry,

DEAR SIR, 12*th July*, 1907.

Below I give you copies of telegrams received from Manchester and London. Both have reference to fish sent from here *via* Larne yesterday, and I am sure you will admit that it is too bad we should have to suffer such losses through the default of the carrying companies. Thirteen boxes were sent to Manchester and seven to Grant and May.

Yours faithfully,

THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

COPIES OF TELEGRAMS.

12*th July*, 1907.

"7.45 when fish arrived; grilse sold thirteenpence pound; trout not yet sold. I consider this loses a penny a pound not being here for early market."—Lowry, Manchester, 9.10 a.m.

12*th July*, 1907.

"Not yet arrived; have sold 1*s.* 2½*d.* if not too late to deliver."—Grant, May, Billingsgate, 10.50 a.m.

XIII.

Londonderry,

DEAR SIR, 12*th July*, 1907.

Since writing you earlier I have received the following telegram from London:—

Billingsgate, 12.55, July 12, 1907.—Bann salmon not yet arrived; now 12.45.

This is a more serious matter than you can conceive, for on the telegrams we receive we divide our shipments each day, and how can we do this when our messages are not delivered until our shipments are sent off?

Yours faithfully,

THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

COPY OF TELEGRAM.

Billingsgate, 3.56—Arrived 2.30; too late; only three boxes sold.—Grant, May.

XIV.

Londonderry,

DEAR SIR, 13*th July*, 1907.

Can nothing be done to deliver our fish in time? Stuarts, of Billingsgate, telegraphs:—"Bann salmon arrived 12.45; will do best Monday." This on a Saturday. There is sure to a loss of a penny or twopence a pound on thirteen boxes, which was the number sent from Coleraine yesterday. These losses the carriers must bear.

Yours faithfully,

THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

XV.

5, Billingsgate,
London, E.C., 13/7/07.

Thos. M'Dermott, Esq.

DEAR SIR,

It was annoying, and will, we fear, be expensive, that we had to wire you no sales made of six boxes salmon and one trout, which were delivered at 12.45. We are informed the delay is caused at your side, and we do not see what can at present be done to alter. The delivery yesterday was of course much later. To-day we had sold at 1*s.* 2½*d.* to deliver by 11.30 to city buyers, but being a half-holiday and banks closing at one, the city is almost empty by 2 to 2.30 on a Saturday. We will ice, and will do our best with them on Monday, and remain

Yours truly,

T. M'Dermott, Esq., GRANT & MAY.
Londonderry.

XVI.

5, Billingsgate,

DEAR SIR, London, E.C., 24/7/07.

Your esteemed favour to hand, with thanks, and contents duly noted. We will look after your interests to the best of our ability. Again to-day we have a delivery four hours late—viz., 12.15, and it is more than probable we shall be obliged to sell for a lower price than we could have made to-day, say up to 10.30 o'clock. Should this be the case we will inform you.

Yours obediently,

GRANT & MAY.

T. M'Dermott, Esq.,
Londonderry.

XVII.

DEAR SIRS, *27th July*, 1907.

I enclose copy of a letter I have just written to Mr. Cowie, Manager of Midland Railway, Belfast. This treatment cannot be borne with any longer, so unless you can get the carrying companies to deliver our fish in reasonable time we must cease sending to your market. Nearly every consignment this season has been late—some of them many hours late. I should be sorry to have to sever our connection with you, but there is nothing else I can do under the circumstances.

Yours faithfully,
THOMAS M'DERMOTT.

XVIII.

Midland Railway (Northern Counties Committee),
Belfast,

DEAR SIR, *15th July*, 1907.

I duly received your letters of 12th and 13th inst. Extremely regret the necessity for your complaint in respect of late deliveries of salmon traffic, and have taken the matter up specially with our cross-Channel friends with a view to an improvement being effected, and shall communicate with you further, soon as I am in a position to do so.

Yours truly,
JAS. COWIE.

T. M'Dermott, Esq.,
Londonderry.

XIX.

Londonderry,

DEAR SIR, *18th July*, 1907.

Sorry to have to complain again of late delivery of fish in London. W. F. Stuart telegraphs—"Bann salmon arrived 12 o'clock; too late for sale to-day." Grant and May telegraph with reference to Foyle fish—"Arrived noon; regret none sold."

The Ballyshannon salmon sent yesterday *via* Greenore were delivered in good time, and realised good prices.

Yours faithfully,
THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

XX.

Midland Railway (Northern Counties Committee),
Belfast,

DEAR SIR, *20th July*, 1907.

Your favour of the 18th inst. to hand in regard to the transit of salmon to London. I regret very much that there should have been cause for complaint, and I have taken the subject up with the object of ascertaining where the trouble arose.

Yours truly,
JAMES COWIE, per J. M.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

XXI.

Londonderry,

DEAR SIR, *24th July*, 1907.

I am sorry to again have to complain of delay in delivering our fish. Lowry, Manchester, wired at 9.35—"7.40 when fish arrived; these late arrivals are ruining the trade." Grant and May, London, wired at 1.16—"Received 12.15; regret unable to make sale." Stuarts, London, wired—"Bann salmon arrived 12.15; will do best to-morrow." On these lots we are sure to have a big loss to-morrow, and must claim for whatever we may lose. There surely cannot be any good reason given for these delays.

Yours faithfully,
THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

XXII.

Midland Railway (Northern Counties Committee),
Belfast,
26th July, 1907.

DEAR SIR,

I am in receipt of yours of the 24th inst., and am very sorry indeed to hear that these late deliveries continue. I have the matter in hand at present with the various companies who are concerned with the Larne and Stranraer route, and am taking every possible means to endeavour to get prompt deliveries made.

Yours truly,
JAS. COWIE, per G. R. W.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

XXIII.

Londonderry,
27th July, 1907.

DEAR SIR,

Have just received the following telegram from London—"Arrived 11.40; regret impossible to sell."—Grant, May. This means we must either stop sending fish to London or take some other route. Of late owing to these delays we have been sending less to London, and I see nothing for it but to cease sending altogether. London salesmen will have something to say over this.

Yours faithfully,
THOMAS M'DERMOTT.

James Cowie, Esq., Belfast.

XXIV.

Midland Railway (Northern Counties Committee),
Belfast,
30th July, 1907.

DEAR SIR,

I have forwarded copies of your letter of 27th inst. to the various interested companies in order to let it be seen how the late arrivals affect you, and the inquiries regarding the previous complaints are still going on, and I trust it will have some effect in mitigating these delays.

Yours truly,
JAMES COWIE, per J. M.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

COPY OF TELEGRAM.

August 2/07.

T. M'Dermott to (Gem.) J. Cowie.
Gem. Belfast.

See that our shipments to-day are in time for to-morrow's market; if not will be all lost before Tuesday; no market on Monday.

M'Dermott Fisheries.

COPY OF TELEGRAM.

(Gem.) J. Cowie to T. M'Dermott.
York road, Belfast, 6.20. (6.45.)
M'Dermott Fisheries, Londonderry.
"Your wire has special attention."—Gem.

XXV.

Londonderry,
7th August, 1907.

DEAR SIR,

My remonstrances hitherto and my telegram of Friday last have not resulted in any improvement in the deliveries of the fish. On August 1, at 10.12 a.m., Stuarts, London, wired—"To-day's fish not here yet." At 11.17 Grant and May wired—"Arrived 10.45; three sold." This left two boxes unsold, which had to be disposed of at less money next day. On August 2nd Lowry, Manchester, wired—"8.20 when your fish arrived; sold 1*s.* 2*d.* pound; consider this fish has lost penny a pound through late arrival." On same date Grant and May, London, wired—"Received 12.30; sorry, but too late for sale." On August 3rd, at 1.6, Stuarts, London, wired—"Bann fish just arrived." Same date Grant and May wired—"Two received 12.20; afraid to hold till, probably, Tuesday; have sold 1*s.* 1*d.*, 1*s.* 2*d.*" This was a loss of at least 1½*d.* a pound, and it was with reference to these that I wired you on the 2nd. August 7th Gordon Stuart, Liverpool, wires at 9.15—"Your fish not received," and Lowry, Manchester, wires—"8.45 when fish arrived; market over; I am offering the fish at fourteenpence a pound; none yet sold; shall wire again later." This is fully a penny a pound loss on five boxes.

Now, at the end of our season I shall furnish you with a claim for what loss we may sustain through late deliveries.

Yours faithfully,
THOMAS M'DERMOTT.

Jas. Cowie, Esq., Belfast.

P.S.—At 12.5 just now Stuart, Liverpool, wires—"Fish just received." There can surely be no excuse for these extraordinary delays. Stuarts, London, telegraphed 12.10—"Fish not yet arrived."

XXVI.

Midland Railway Company
(Northern Counties Committee),
Belfast, *9th August*, 1907.

DEAR SIR,

I am in receipt of yours of 7th inst., and extremely regret that you find it necessary to again complain of delay in delivery of fish traffic. I have had the matter up very strongly with the cross-Channel companies, and impressed on them the necessity of giving the traffic best possible attention that circumstances will permit. My enquiries are not yet complete, but I presume the later arrivals are due to heavy traffic in England, which is usually experienced at this season of the year. You may rely on our doing everything possible to expedite the transit. As I explained in telegram to-day in reply to yours, we could not of course guarantee deliveries of fish traffic in England at a particular time.

Yours truly,
JAMES COWIE, per J. D.,
Traffic Manager.

T. M'Dermott, Esq.,
Londonderry.

COPY OF TELEGRAM.

9 *Aug.*, 1907.

T. M'Dermott to (Gem.) J. Cowie.
10.30 Gem., Belfast.

Can you deliver 6 boxes London, 6 Manchester, and 16 Liverpool in time for market to-morrow.

M'DERMOTT FISHERIES.

COPY OF TELEGRAM.

(Gem.) J. Cowie to T. M'Dermott.
York road, Belfast, 1.25. (1.40.)
M'Dermott, Fisheries, Derry.

Your wire; impossible to guarantee deliveries at particular time; have already made strong representations to the several companies; they seem to be doing their best to cope with large traffic.—Gem.

COPIES of TELEGRAMS received by FOYLE & BANN FISHERIES COMPANY in year 1907.

Date.	Hour of Despatch.	Sender.	Message.
April 27	2 3 p.m.	Stuarts, London,	"Box from Coleraine arrived 12.15. Will do best Monday."
May 4	10 23 a.m.	Do., ..	"Box from Coleraine arrived late."
,, 9	10 33 a.m.	Do., ..	"Bann salmon arrived 10 o'clock."
,, 18	10 52 a.m.	Do., ..	"Bann salmon arrived 9.30."
,, 30	10 50 a.m.	Do., ..	"Bann Ballyshannon late arrival."
June 1,	11 25 a.m.	Do., ..	"Bann Ballyshannon late arrival sold."
,, 8	10 35 a.m.	Lowry, Manchester.	"Nine o'clock when your salmon from Toomebridge arrived."
,, 20	9 20 a.m.	Do., ..	"Nine fifteen and your salmon not yet arrived."
,, 29	12 15 p.m.	Stuarts, London,	"Early arrival Ballyshannon salmon, 1/5½; grilse, 1/3½*d.* Late arrivals Ballyshannon Bann salmon, 1/5; grilse, 1/3. Trade closed."
July 5	10 32 a.m.	Grant, May, London.	"Yours not yet arrived."
,, 10	8 40 a.m.	Lowry, Manchester.	After seven o'clock when fish arrived."
,, 12	9 25 a.m.	Do., ..	"I have cleared out the trout at tenpence round. No better to be done with the fish arriving so late."
,, 12	12 55 p.m.	Stuarts, London,	"Your fish not here yet, now 12.45."
,, 13	9 26 a.m.	Lowry, Manchester.	"Seven forty-five when fish arrived. Trout not yet sold."
,, 13	10 44 a.m.	Do., ..	"No sale for trout this day at any price. These late arrivals will ruin the trade here."
,, 13	2 29 p.m.	Stuart, London,	"Bann salmon arrived 12.45. Will do best Monday."
,, 19	1 7 p.m.	Grant, May, London.	"Arrived 12.30, not yet sold."
,, 19	2 2 p.m.	Stuarts, London,	"Bann fish arrived 12.30. Will do best to-morrow.
,, 20	9 30 a.m.	Lowry, Manchester.	"Now nine o'clock and fish not yet arrived."
,, 20	11 10 a.m.	Do., ..	"Ten thirty when fish arrived. This fish has lost at least twopence pound with not being here for early market."
,, 20	1 37 p.m.	Grant, May, London.	"Regret to inform you your consignment not yet arrived."
,, 20	2 43 p.m.	Stuarts, London,	"Your salmon arrived 2.15 Will do best Monday, have reiced."
,, 24	10 54 a.m.	Do., ..	"Bann fish not yet arrived."
,, 27	1 0 p.m.	Do., ..	"Bann salmon arrived 11.45 not sold."
,, 29	9 40 a.m.	Grant May, London.	"Yesterday 1/1½ one Limavady 1/2 letter received. Regret London must be shut out, but railway alone to blame."
,, 30	10 14 a.m.	Do., ..	"Three arrived 9.45."
,, 31	12 19 p.m.	Do., ..	"Just received 12.15. Impossible make sale."
Aug. 3	9 42 a.m.	Stuarts, London,	"Yesterday's late arrival Bann salmon, 1/5; grilse, 1/3½."
,, 7	10 3 a.m.	Do., ..	"To-day's fish not here yet."
,, 7	12 13 p.m.	Grant, May, London.	"Yours not received."
,, 8	9 10 a.m.	Stuarts, London,	"Yesterday's late arrival salmon, 1/4; grilse, 1/2; trout, 1/1."
,, 8	1 15 p.m.	Grant, May, London.	"Received 1.15 — not sold."
,, 9	10 55 a.m.	Do., ..	"Arrived 10.10."
,, 9	11 5 a.m.	Stuarts, London,	"Late arrival Bann sold—salmon, 1/-; grilse, 1/3½; trout, 1/2."
,, 21	11 50 a.m.	Do., ...	"Bann fish not here yet."

APPENDIX No. 16.

STATEMENTS transmitted by the Secretary, South of Ireland Cattle Trade Association, Cork, as supplementary to the evidence given by Mr. M. J. NAGLE, on behalf of the Association, on the 16th October, 1907.

I.

SOUTH OF IRELAND CATTLE TRADE ASSOCIATION.
Offices—25 King street, Cork,
26th October, 1907.

SIR,—The following are the facts of Mr. M. J. Nagle's case which he promised to send to the Commission when under examination on Wednesday, October 16th inst.

1. On the occasion of Lismore Fair, 13th July, 1904, he loaded and booked seventy-one lambs in Lismore Station at 11 a.m., in two wagons. They did not arrive at Kilbarry (Cork) until 6 a.m. on the 14th, and were then in a pitiable condition, having been over eighteen hours in the wagons without food or water. Mr. Nagle claimed 2*s.* each compensation, but the G.S. and W. Railway Company refused to entertain the claim.

I am to add that had the lambs been sent *via* Waterford they would have arrived at New Milford at the time they actually did arrive in Cork. It is obvious that whilst this preferential treatment is given to other ports, Cork cattle dealers are very much handicapped, and are debarred from attending fairs, where otherwise they would be the means of creating a healthy competition.

Tipperary Fair.

2. With reference to the answer to question No. 29584, as to which Mr. Nagle was asked to give details, the following are the facts:—On Wednesday, 10th October, 1906, there were eleven wagons loaded and booked to Cork, but which were not being despatched. Mr. John O'Callaghan, Hon. Secretary of this Association, seeing this, went to the stationmaster, and asked him to send them away as a special train. The latter refused, saying he had no authority to send a "special" with eleven wagons. Mr. O'Callaghan then said he represented the Cattle Trade Association, and that they insisted on having a "special" with eleven wagons. The stationmaster thereupon said he would wire to Mr. Neale, the Traffic Manager, for permission.

Mr. O'Callaghan had to leave Tipperary by passenger train before the reply came from Dublin. At the Limerick Junction station he met the railway inspector for that section, and told him about the matter, but he said he could do nothing. A favourable reply must have been sent by Mr. Neale, for a special train was subsequently sent, not, however, until after considerable delay.

I may add that on that very same occasion Mr. Jeremiah Quinlan, of Cork, one of our members, had three wagons of cattle which he could have consigned to Cork, but that he was afraid the railway company would disappoint about the "special," and his stock would lose the boat at Cork. He accordingly shipped the stock ex Waterford.

I am, Sir,

Yours faithfully,

(Signed) J. P. O'CALLAGHAN,

Secretary.

The Secretary,

Viceregal Commission, Dublin.

II.

SOUTH OF IRELAND CATTLE TRADE ASSOCIATION.
Offices—25 King street, Cork,
28th October, 1907.

SIR,—*Re* Mr. M. J. Nagle's evidence before the Commission—question 29649—Mr. Nagle was requested to send you the letter from the railway company referring to this case—the claim of Mr. Lee. O'Keeffe, of Newmarket.

I have now pleasure in enclosing all the correspondence *re* this case, viz.—Three letters from the railway company, one from my Association, and a veterinary surgeon's certificate as to cause of death.

Yours truly.

(Signed) J. P. O'CALLAGHAN,

Secretary.

The Secretary,
Railway Commission, Dublin.

(Enclosures).

COPY OF VETERINARY SURGEON'S CERTIFICATE.

Veterinary Infirmary and Hospital for Horses and Dogs.

18, COOK-STREET, CORK,
11th March, 1906.

At the request of Mr. O'Keeffe I have, this day, held a post-mortem examination on a cow at Kilbarry.

I found extensive bruising of the tissues of the lower part of the neck, chiefly on the right hand side.

The jugular vein was ruptured at its root, also the large vein leading from the heart.

Death was due to internal hæmorrhage, and the rupture was due to external violence, which must have been of a very severe nature, as evidenced by the extensive bruising of the skin and tissues.

(Signed) E. WALLIS HOARE, F.R.C.V.S.

GREAT SOUTHERN AND WESTERN RAILWAY,

Traffic Manager's Office, Dublin,
30th April, 1906.

C.M. 53,389.

DEAR SIR—With reference to your claim of £10 10*s.* for a cow alleged killed in transit, I beg to say that I have had the matter very carefully inquired into and find that the wagon in which the five cows were loaded received very little shunting at Newmarket Station, that the five cows were standing in the wagon when the train left that place, but on arrival at Kanturk, ten minutes later, one of the cows was found down in truck, and on examination by our people there, was found to be dead.

I can only conclude from this that the animal got some fright when passing under bridges, and plunged and fell in the wagon, and got trampled upon by the

other cows, and as this is a matter over which the Company have no control, I regret I must decline to entertain your claim.

Yours truly,

(Signed) E. A. NEALE,
(per J.N.F.).

Mr. Laurence O'Keeffe,
Scarteen-street,
Newmarket.

GREAT SOUTHERN AND WESTERN RAILWAY,

Traffic Manager's Office, Dublin,
8*th May*, 1906.

G.M. 53,389.

GENTLEMEN—In reply to your letter of the 5th instant, written on behalf of Mr. L. O'Keeffe, I beg to say that before I wrote to him my reply of 30th ultimo I had this matter very closely investigated, and had, of course, in mind the suggestion you now make as to the cause of the animal's death; but the guard, who was very specially interrogated, declared he was prepared to swear there was no violence whatever to cause the animal's death during the run from Newmarket to Kanturk. The fact that the train carried only *two* laden vehicles (one of them being this wagon of cattle), besides eight empty wagons, shows there could have been no violent collisions or impacts to cause the death of the animal claimed for. Indeed the animal's injuries do not point to anything of the kind. If the cow were violently hurled, as you suggest, there would be broken horns, or legs, or a broken neck, but the ruptured arteries do not bear out your suggestion.

I am satisfied, from the inquiries made, that there is nothing to support the charge of bad treatment by the Company, and while I regret Mr. O'Keeffe's loss, the claim is one I cannot entertain.

Yours truly,

(Signed) E. A. NEALE,

The Secretaries,
South of Ireland Cattle Trade Association,
Cork.

SOUTH OF IRELAND CATTLE TRADE ASSOCIATION.

Offices—25, King-street, Cork,
19*th May*, 1906.

Laurence O'Keeffe's claim.

DEAR SIR—In reply to yours of the 8th instant, we are instructed by our Committee to say that they had yours of the 30th ult. to Mr. O'Keeffe, as well as that just mentioned to themselves, before them to-day.

In your letter to Mr. O'Keeffe, declining his claim, you say that the animal "got some fright when passing under bridges and plunged and fell."

Our Committee instruct us to point out that if your Company had their cattle trucks covered, as according to the Department's Regulations they should have, this could not have happened. Further, were this the cause, all live-stock brought in uncovered wagons are liable to similar accidents—a very serious matter for our members.

Under the circumstances we are to press our member's claim, and hope you will have no difficulty in agreeing with us that it is a perfectly just one, and entitled to the compensation named.

We are, sir,

Yours faithfully,

(Signed),

M. J. NAGLE,

JOHN O'CALLAGHAN,
Hon. Secs.

GREAT SOUTHERN AND WESTERN RAILWAY,

Traffic Manager's Office, Dublin,
31*st May*, 1906.

G.M. 53,389.

DEAR SIR—In reply to your letter of the 19th instant on the subject of Mr. O'Keeffe's claim, I beg to say that you are under a misapprehension as to the Departmental order with respect to cattle trucks. The order is not that all our trucks should be roofed, but that all new trucks built after a certain date were to be roofed, and this order we have strictly complied with.

I need scarcely point out to your Committee that many hundreds of thousands of cattle have been safely carried in trucks not roofed, and also that what I stated in my letter of the 30th April to Mr. O'Keeffe, as to the probable cause of the mishap to his beast, was purely a suggestion. I have no proof whatever that the beast was killed in the manner suggested, but the suggestion in itself appears a reasonable one. In any case there is no proof whatever that the animal met its death through any neglect or default on the part of the Company, or that it was in any way within our power to have prevented the mishap, and while sympathising with Mr. O'Keeffe in his loss, I really cannot see grounds for the Company being pressed to compensate him.

Yours truly,

(Signed) E. A. NEALE.
(per E. W.).

The Secretaries,
South of Ireland Cattle Trade Association,
25. King-street,
Cork.

APPENDIX No. 17.

COPIES of CORRESPONDENCE between LORD FREDERIC HAMILTON and the Commission, and between the COMMISSION and the principal Irish Railway Companies, on the subject of Through Train Services, and other matters in connection with Irish railways.

I.

LETTER FROM LORD FREDERIC HAMILTON.

BARON'S COURT,
CO. TYRONE,
October 16, 1907.

To the Secretary,
Viceregal Commission on Irish Railways.

SIR,—As a former Irish member of Parliament, and as one who takes an interest in the development of Ireland as a tourist resort, I venture to lay certain facts before the members of the Viceregal Commission.

I do not propose to offer to give evidence before the Commission, as there is no evidence I could give which is not already contained in the pages of "Bradshaw."

I propose to confine myself entirely to the passenger service on Irish railways.

It is evident that in a comparatively poor and sparsely populated country like Ireland the passenger train service must be infrequent as compared with that in a populous country like England.

It would, therefore, appear that the timing of the trains on any one system should be carefully considered with reference to affording through communications with the systems of other companies, especially as the factor of competing routes to any given place is practically non-existent in Ireland (with the exception of the competing routes between Dublin and Waterford and Belfast and Londonderry.

As everyone who travels much in Ireland knows, the timing of the trains of the various companies is framed so perversely that it would appear almost intentionally designed to prevent a traveller from any southern town to a northern town, or *vice versa*, reaching his destination without being compelled to sleep in Dublin on the way. As an example of this perverse timing, the G.S. and W. fast train *ex* Cork at 12.15 p.m. reaches Kingsbridge, Dublin, at 5.45 p.m. The G.N. express to Belfast leaves Amiens street (Dublin) at 5.50 p.m., rendering connection impossible. This latter is a most important train, as it connects with the night steamer from Belfast to Glasgow, and is largely used by commercial travellers.

The G.N. fast train leaving Londonderry at 12.15 p.m. and Belfast at 2.20 p.m. reaches Amiens street Station at 5.35 p.m. The D. and S.E. train for Wicklow, Arklow, and Waterford leaves Amiens street at 5.38 p.m., or one minute before the arrival of the Northern train.

The G.N. fast train leaving Amiens street at 3.0 p.m. reaches Great Victoria street Belfast, at 6.4 p.m. The Midland (N.C.C.) train for Larne, Stranraer, Glasgow, and Scotland generally leaves York road, Belfast, 1½ miles away from the G.N. terminus, at 6.30 p.m., thus rendering the connection very doubtful.

In England, with its frequent train service, such instances as those given above might produce but little inconvenience; in Ireland, with its necessarily limited train service, they usually mean the loss of a day.

The attention of the Commission has already been directed to the fact that the G.N. 7.30 a.m. express from Belfast reaches Amiens street at 10.30 a.m.; while during the summer months the G.S. and W. Killarney express leaves Kingsbridge at 11 a.m. (the distance between the stations is two miles), and although there is a physical connection between Amiens street and Kingsbridge, no through carriages or trains whatever are run from the G.N. system to the G.S. and W., or *vice versa*.

I am aware that this would entail fitting the rolling stock with the G.S. and W. special brake. The expense of this is, however, not prohibitive.

It is, I believe, a well-established railway axiom that, within reasonable limits, facilities beget traffic. I imagine that the converse holds equally good, and that the lack of facilities in Ireland *kills traffic*.

During the summer months there is a considerable tourist traffic from Glasgow and its environs to the Killarney district, *via* Ardrossan or Greenock and Belfast. No facilities in the way of through carriages between Belfast and Killarney are afforded them, and as I have shown, the connections between Scotland, Belfast, and Killarney are very problematical on the outward journey, and impossible on the return one.

It cannot then be wondered if tourists will not pay a second visit to a country where communications are rendered so gratuitously inconvenient for them.

From the tourist district of Achill and Mallaranny, connections, except *via* Dublin, are practically impossible. I had occasion recently to travel from Castlebar to Londonderry. The line *via* Claremorris, Collooney, and Enniskillen is fairly direct; the distance 102 miles. Owing to bad connections, the trains take 12½ hours, from 8.23 a.m. to 8.55 p.m., to cover these 102 miles. By travelling *via* Dublin, distance 299 miles, a saving of fifty-five minutes is actually effected between Castlebar and Londonderry. In other words, a circuitous journey of 299 miles occupies fifty-five minutes less time than the direct journey of 102 miles.

These instances could probably be multiplied indefinitely. I have merely given those of which I have had personal experience.

It is useless to spend money on building hotels and on advertising the attractions of Ireland until the railway companies afford better cross-country facilities.

All that is required is for the general managers of the principal Irish companies to meet in the first instance, and by the exercise of a little intelligence, of a little common sense, and of a little give-and-take, to arrange the timings of their respective services, so as to afford reasonable intercommunication between the different parts of Ireland.

I would suggest that one through train a day should be run *via* Dublin between Belfast and Cork in each direction.

The general managers should also disabuse their minds of the idea that Dublin is the only objective point of travellers in Ireland, and that each railway is a complete entity in itself, instead of a component part in a whole, designed primarily to facilitate rather than to impede communication between the different parts of this kingdom.

Should the general managers fail to arrive at an agreement, the Board of Trade might intervene, and secure to the travelling public in Ireland those facilities which it has a right to demand.

I have the honour to be, Sir,

Your most obedient servant,

(Signed), FREDERIC HAMILTON.

II.

CIRCULAR LETTER addressed to the GENERAL MANAGERS of the GREAT NORTHERN (Ireland), the GREAT SOUTHERN AND WESTERN, and the DUBLIN AND SOUTH-EASTERN RAILWAYS; and to the MANAGERS of the MIDLAND GREAT WESTERN and the MIDLAND (NORTHERN COUNTIES COMMITTEE) RAILWAYS.

VICE-REGAL COMMISSION ON IRISH RAILWAYS,
13 ST. STEPHEN'S GREEN, N., DUBLIN,
2194-07. *22nd October*, 1907.

SIR,—I am directed by the Viceregal Commission to enclose, for the information of your company, an extract* from a letter received from Lord Frederic Hamilton on the subject of train service and other matters in connection with Irish railways.

The Commission will be glad to be favoured with any observations on the several points referred to in the enclosure that your company may desire to offer.

I am, Sir,
Your obedient servant,
(Signed), GEO. E. SHANAHAN,
Secretary.

III.

LETTER FROM THE TRAFFIC MANAGER OF THE MIDLAND RAILWAY COMPANY (NORTHERN COUNTIES COMMITTEE).

MIDLAND RAILWAY COMPANY.
(Northern Counties Committee),
GM. Belfast,
26th October, 1907.

DEAR SIR,—With reference to your letter of the 22nd October, marked 2194/07, with which was enclosed an extract from a letter addressed to the Viceregal Commission from Lord Frederic Hamilton, the only matter mentioned in the extract which affects this company is the connection between the Great Northern Companys' train due in Belfast at 6.4 p.m. and this company's train due to leave Belfast at 6.30 p.m. in connection with the Larne and Stranraer service to England and Scotland. Prior to July, 1905, our boat train left Belfast at 5.30 p.m., so that the present service provides a connection from the Great Northern Company's system, which did not exist until two years ago, so that to this extent the public convenience is benefited. The cross-Channel service *via* Larne and Stranraer is worked under agreement with the Postmaster-General, and the time of the departure from Belfast is governed by the necessity of making connection with all the principal railway companies' trains in England and Scotland. In arranging a service of this kind it is regarded as of the utmost importance to gather in all possible connections on both sides of the Channel, and every effort is made to accomplish this.

Yours truly,
(Signed), JAS. COWIE.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, N., Dublin.

IV.

LETTER FROM THE GENERAL MANAGER OF THE DUBLIN AND SOUTH-EASTERN RAILWAY.

DUBLIN AND SOUTH-EASTERN RAILWAY.
General Manager's Office,
Westland Row Station, Dublin,
R 6987. *6th November*, 1907.

DEAR SIR,—With further reference to your letter (2194-07) of 22nd ultimo, enclosing extract from a letter received from Lord Frederic Hamilton, I beg to make the following observations:

Only one of the instances mentioned in Lord Frederic's letter applies to this company—namely, the want of a connection at Amiens street between the Great Northern train due at 5.35 p.m. and this company's train leaving Amiens street at 5.34 p.m.

In order to make a connection between these two trains it is obvious that either the Great Northern train must arrive earlier, or the South-Eastern train must be timed to leave later than at present. I am informed that the Great Northern train has connections from all parts of the North and West of Ireland, that it is a very heavy train, and has worked at the present time for many years. It has been found that the present timing is suitable throughout, and the Great Northern Company are of opinion that it would be unadvisable to make any change in its running.

If the connection is to be made by altering the time of departure of this company's train from Amiens street, it would be necessary to delay the starting of that train until 5.43 p.m. at earliest. This would allow a margin of eight minutes only to enable passengers to get from the arrival side of Amiens street Station to the Loop Line Station, and would be a small enough margin in the case of passengers with luggage.

But the 5.34 p.m. from Amiens street forms the 5.45 p.m. from Westland Row to Bray, and is one of the series of trains which leave Westland Row for Bray at 45 minutes past the hour, from 7.45 a.m. to 11.45 p.m.; if it started from Amiens street nine minutes later than at present it could not leave Westland Row until, at the earliest, 5.51.

The 5.45 p.m. is the busiest down train of the whole day, and such an alteration would be greatly resented by the business people who use it. It is also very undesirable to break the sequence of trains leaving at the same hour during the whole day.

A more serious difficulty would arise from the alteration. At present the train reaches Bray at 6.20 p.m., and connects there with the 6.5 p.m. main line train from Harcourt street to Wexford, etc., which is due to arrive at Bray at 6.27 and to leave at 6.30. It is found that the margin of ten minutes at Bray between the arrival of the 5.34 p.m. and the departure of the 6.5 p.m. is fully needed. It often happens that cross-Channel passengers, with quantities of luggage, travel by this train from Kingstown to stations south of Bray, and the exchange could not be made in the four minutes, which would be the most that would be available if the alteration of the 5.34 p.m. from Amiens street was carried out.

Unfortunately the 6.5 p.m. down train cannot be given more time at Bray, because it has a tight crossing at Greystones with the 4.20 p.m. up mail, a scheduled train. We could not keep back the 6.5 p.m. train at Bray to cross the 4.20 p.m. up at that station, because the single platform we have at Bray is not long enough to accommodate both trains, and if the 6.5 is to be altered at all, it would require to be made so much later as would enable it to pass the mail somewhere on the line between Bray and the junction. This could only be done if the 6.5 were timed to run 40 minutes later than at present, but the 6.5 p.m. is used more largely by passengers for Bray and Greystones than by passengers for stations south of Greystones, and the former would object very much to the train being altered from 6.5 to 6.50, which would, in addition, entail a later arrival at Wexford and at stations on the main line than is desired by the public.

Lord Frederic Hamilton is, however, under a mistake in supposing that there is no connection between D. and S.E. train for Wicklow, Arklow, etc., and the Belfast train due at Amiens street at 5.35 p.m., as there is a quite practicable connection for passengers taking a car from Amiens street to Harcourt street Station. The main line train does not leave the latter until 6.5 p.m., and the margin of half an hour is more than adequate for the drive across town.

No complaint has reached me about a want of connection between these trains until I saw Lord Frederic Hamilton's statement.

* The whole letter except the first three paragraphs and the last one.

I may add that my company is, at all times, ready to make alterations in the train service, when they are found to be practicable and really necessary, in order to secure through connections with other Irish railways.

Yours faithfully,

(Signed), A. G. Reid.

G. E. Shanahan, Esq.,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, N., Dublin.

V.

LETTER FROM THE GENERAL MANAGER, GREAT NORTHERN RAILWAY (IRELAND).

Great Northern Railway Co. (Ireland).
General Manager's Office
Dublin,
6th November, 1907.

Sir,—With reference to your favour of the 22nd ultimo (No. 3129), enclosing an extract from a communication from Lord Frederic Hamilton addressed to the Commission on the subject of train connections in Ireland, I beg to make the following observations dealing with the matters referred to by his lordship in the order set forth:—

(a) "*That the G. S. and W. Company's Cork "train reaches Dublin at* 5.45 *p.m., whereas the "Great Northern express for Belfast leaves Amiens "street at* 5.50 *p.m., rendering a connection from "South to North impossible.*"

The traffic from the South of Ireland to the North is very small, and I know that the 12.15 p.m. train from Cork to Dublin is an old-established train, and has connections from the south-west of Ireland that could not be altered without leading to very considerable public inconvenience.

The 5.50 p.m. express from Dublin to Belfast runs in connection with the day mail from Euston. This train also carries the Irish mails for Scotland to Belfast for the mail steamer leaving Belfast at 9.30 p.m., thus affording only thirty minutes for the transfer of the mails from the station to the steamer. It cannot, therefore, be made to leave Dublin any later.

The service, however, from Cork is not dependent upon this train, as there is a train leaving Cork at 7.30 a.m. due in Dublin at 12.30 p.m., which gives time for luncheon in Dublin, and enables passengers to proceed North by the 3.0 p.m. express from Dublin, which makes connection throughout the whole of the North of Ireland.

In addition to this, the 3.30 p.m. mail train from Cork, due in Amiens street at 7.48 p.m., makes connection with the 8.20 p.m. night mail train to the North, thus affording two connections per day from the South to the North for an average of less than two passengers per day.

(b) "*That the Great Northern trains leaving "Londonderry at* 12.15 *p.m. and Belfast at* 2.20 *"p.m. reach Amiens street at* 5.35 *p.m.; whilst "the Dublin and South-Eastern train for Wicklow, "Arklow, and Waterford leaves at* 5.34 *p.m.*"

This train into Dublin has connections from all parts of the North of Ireland, including the County Donegal. It is a very heavy train, and has been worked at its present time for several years. Experience has shown that the present time is a suitable one throughout, and that it would be most inadvisable to make any alteration.

As regards a connection to Wicklow, I may say the number of passengers are extremely few, and the Dublin and South-Eastern Railway could not, I think, well alter their train from Amiens street, inasmuch as it is one of a series of trains that leaves Westland Row at 45 minutes past the hour throughout the whole of the day.

Passengers from the North, however, by this train can proceed to Wicklow and Wexford by driving from Amiens street to Harcourt street, and taking the 6.5 p.m. train from thence. The half-hour's margin is quite sufficient for this to be done.

(c) "*That the* 3.0 *p.m. express from Dublin reaches "Belfast at* 6.4 *p.m., and the Midland Company's "train for Larne, Stranraer, Glasgow, and Scot- "land, leaves York road at* 6.30 *p.m., rendering a "connection doubtful.*"

The 3.0 p.m. from Dublin is a punctually-worked train, and carries passengers for the Larne route, and I am not aware of any instance in which this connection has failed to be made. The drive across Belfast to the Northern Counties Station can be accomplished in twelve minutes or less.

(d) "*That the* 7.30 *a.m. express from Belfast "arrives in Dublin at* 10.30 *a.m., and during the "summer months the Killarney express leaves "Kingsbridge at* 11 *a.m., and that through car- "riages are not run from the Great Northern sys- "tem to the Great Southern and Western, or* vice "versa, *although there is a physical connection.*"

There is sufficient time to make connection in Dublin between the 7.30 a.m. express from Belfast and the 11 a.m. express from Kingsbridge to Killarney. The half hour's margin is ample to drive by car from Amiens street to the Great Southern terminus.

This 7.30 a.m. train from Belfast to Dublin conveys the mails from Scotland to the Irish stations.

In addition to this, there is a train leaving Belfast at 9.55 a.m. due in Dublin at 1 o'clock, and the Great Southern Company have a train from Kingsbridge for Cork at 3 p.m. There is, therefore, a through connection as between Belfast and Cork, and this service has the advantage of affording passengers time for luncheon in Dublin.

The Great Southern Company did run for nearly twelve months a local service of trains between Amiens street and Kingsbridge, but I understand the average number of passengers was only 1·25 per train. That company did not think that this justified the continuance of the service, and it was accordingly withdrawn.

I have taken out the number of passengers booked from the Great Northern system to Cork and Killarney for the month of July last, the height of the tourist season, and find the total was 42, or equal to 1·60 passengers per day. In other months than the tourist season there would not be half this number.

(e) "*Services from the tourist districts of Achill, "etc., to the North of Ireland.*"

In making a journey from Castlebar to Derry *via* Claremorris and Collooney, four independent lines are concerned. The number of through passengers between these localities is exceedingly small.

The existing service on the various lines is fixed to meet the general requirements, and to afford the greatest amount of public accommodation, and it is not desirable to inconvenience the large number of local people for the benefit of an occasional through passenger. In such cases it is usual for passengers to use the through express trains to and from the metropolis, by which the train service is quicker, although the distance travelled is longer.

There is not sufficient traffic to justify a through independent service between these two extreme points.

(f) "*As to the suggestion that one through train "per day should be run, via Dublin, between Bel- "fast and Cork in each direction.*"

There is not a traffic, either existing or possible of cultivation, between Belfast and Cork sufficient to justify a through independent service, otherwise the companies would be glad to provide such trains.

The passenger traffic between the North and Killarney and Cork is confined to two or three summer months, and the existing service would appear to meet the requirements of the limited traffic.

The general managers of the Irish railways are aware that Dublin is not the chief objective point in

Ireland any more than London is not the chief objective point in England, but it is found from experience that a great many through passengers desire to break their journeys in Dublin. This is shown in a very marked degree in the case of passengers having through tickets with England, and we find the same thing in the case of through passengers in Ireland.

I am, Sir,
Your obedient servant,
(Signed) HENRY PLEWS,
General Manager.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, N., Dublin.

VI.

LETTER FROM THE GENERAL MANAGER OF THE GREAT SOUTHERN AND WESTERN RAILWAY.

GREAT SOUTHERN AND WESTERN RAILWAY.
General Manager's Office,

H.L.97315. Dublin,
9*th November*, 1907.

SIR,—I beg to acknowledge the receipt of your communication of the 22nd ultimo, No. 2194-07, enclosing an extract from a letter received from Lord Frederic Hamilton on the subject of train service and other matters affecting Irish railways, and, in connection therewith, I desire to make the following observations in regard to points affecting this company for the information of the Commission.

The 12.15 p.m. train from Cork to Dublin is an old-established one, being about the heaviest train arriving at Kingsbridge, and the present timings are found most suitable for the traffic on the system generally. To make the arrival in Dublin forty-five minutes earlier, so as to connect with the Belfast train, would cause considerable public inconvenience, and sacrifice the interests of the large majority to an occasional passenger who might use this train for the North in preference to the train leaving Cork at 7.20 a.m. and reaching Dublin at 12.30 p.m., which gives a connection by the 3 p.m. express from Amiens street for all parts of the North of Ireland, or the mail train leaving Cork at 3.30 p.m., and arriving at Amiens street at 7.48 p.m., which enables passengers to proceed by the 8.20 p.m. mail train for the North, both of which are excellent connections.

There is time to make the connection at Dublin between the 7.30 a.m. express from Belfast and the 11.0 a.m. express for Killarney.

This company did run for nearly twelve months a local service of trains between Kingsbridge and Amiens street, but the result worked out at an average of less than two passengers per train. There was not, however, traffic to justify the continuance of the service, and it was withdrawn. The total number of passengers from the Great Northern system by the 7.30 a.m. train for Cork and Killarney during the month of July—the height of the tourist season—was 42, an average of under 2 per day.

There is no traffic, either existing or prospective, between Belfast and Cork sufficient to warrant the suggested service of one train per day each way *via* Dublin, otherwise the companies concerned would readily provide it.

The passenger traffic between the North and Killarney and Cork is practically confined to the summer months, and the service then given appears to fully meet the requirements of the limited traffic.

I am aware that Dublin is not the only objective point in Ireland, any more than London is in England, but, at the same time it is the principal one.

No doubt the Railway members of the Commission have had experience of similar complaints of this nature arising in England.

I am, Sir,
Your obedient servant,
(Signed) C. DENT.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, N., Dublin.

VII.

LETTER FROM THE MANAGER OF THE MIDLAND GREAT WESTERN RAILWAY.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND.
Manager's Office,

M20/150. Broadstone Station,
Dublin,
28*th November*, 1907.

DEAR SIR,—With reference to your letter of the 22nd ulto., enclosing extract from a communication from Lord Frederic Hamilton on the subject of train service, I observe that the connection relating to the M.G.W. Railway, to which his lordship refers, is from Castlebar, *via* Claremorris, to Londonderry, a distance of 166 miles, and not 102 miles, as stated.

It is the case, as his lordship mentions, that it is necessary, travelling *via* Claremorris and Enniskillen, to Leave Castlebar at 8.23 a.m. in order to reach Londonderry at 8.55 p.m., this company's part of the journey being limited to the distance between Castlebar and Claremorris—viz., fifteen miles. It must be admitted that the time occupied for the whole journey is considerable, but the passengers who travel between these places are very few in number, and I am sure you will understand that the trains on the Midland Great Western Railway have to be arranged so as to give the best service to and from Dublin, and that the convenience of the greatest number of passengers should be the chief consideration. The train from Castlebar at 8.23 a.m. connects with practically the whole of our system, and is due at Dublin at 2.15 p.m., which affords a connection with the Great Northern Company's train from Dublin at 3 p.m. Our train has long been established, and has been found to suit the public convenience.

It has always been our desire to form connections where practicable with other railways, but on a system like the M.G.W.R., where the trains, owing to the sparse population, are necessarily infrequent, it is difficult to accomplish this. As an instance of the manner in which we endeavour to make connections with other companies' trains, I may mention that we detain our 9.15 a.m. train from Dublin (which is one of our principal trains) for thirty-six minutes at Claremorris for the purpose of forming a connection with the Great Southern and Western Company's trains both north and south.

Lord Frederic Hamilton points out that with regard to the journey from Castlebar to Londonderry travellers *via* Dublin, although it is a considerably longer distance, effect a saving in time. I have no doubt the experience in England is similar, where it is often more expeditious for the passenger to travel to the metropolis, although the distance is greater, instead of depending on cross-country connections.

With regard to his lordship's concluding paragraph, that the managers of the Irish companies should disabuse their minds of the idea that Dublin is the only objective point for travellers in Ireland, I would remark that Dublin is not, of course, the *only* objective point, but it must be regarded as the *chief* objective, as in England London is; and it is our experience that many through passengers prefer to travel *via* Dublin, and break their journey in that city.

I am, Sir,
Your obedient servant,
(Signed) J. TATLOW,
Manager.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
13 St. Stephen's Green, Dublin.

VIII.

VICEREGAL COMMISSION ON IRISH RAILWAYS.

13 St. Stephen's Green, N., Dublin,
2593-07. 9*th December*, 1907.

MY LORD,—Referring to your letter of the 16th October on the subject of the through train services and other matters in connection with Irish railways,

I am directed to inform you that the Viceregal Commission, having communicated the substance of your remarks to the managers of the Great Northern, the Great Southern and Western, the Dublin and South-Eastern, the Midland Great Western, and the Midland (Northern Counties Committee) Railways, have received replies from the several managers concerned dealing with the various points discussed by your lordship, and copies of which I am to enclose for your information.

I am to add that if your lordship has no objection to the publication of the correspondence in this case, the Commission will be glad to consider the desirability of printing copies in the Appendix to their Report in course.

I have the honour to be,

Your Lordship's obedient servant,

(Signed) GEO. E. SHANAHAN,
Secretary.

The Right Hon. Lord Frederic Hamilton,
Baron's Court,
Newtownstewart, Co. Tyrone.

IX.

13 GT. COLLEGE STREET,
WESTMINSTER, S.W.,
January 10, 1908.

The Secretary,
Viceregal Commission on Irish Railways.

SIR,—I have just returned to England, or would have answered before now your two letters to me of December 9 and December 28, 1907.

I have no objection to my letter and the replies of the Irish general managers being published in the Report, but I would wish to point out that these gentlemen in their letters almost invariably plead the fact of any given train "being a long-established one" as a reason for not making any change in its timing. In other words, because the Irish travelling public have for twenty years suffered great inconvenience owing to the lack of inter-communication in Ireland that they are to continue to do so.

Some of the general managers also point out that the lack of connections in Dublin can be obviated by the passengers taking an earlier train. That is a sufficiently obvious fact, but does not remedy the inconvenience to the traveller of having to spend an inordinate time making a comparatively short journey.

I have the honour to be, Sir,
Your obedient servant,
(Signed) FREDERIC HAMILTON.

APPENDIX No. 18.

STATEMENT sent in by Mr. E. O'Neill Clarke, B.E., County Surveyor, Leitrim, after his examination on the 17th October, 1907, containing a portion of his proof not dealt with in his evidence.

The total length of the Cavan and Leitrim Railway is 48½ miles, of which 13 are in County Cavan, 34 in County Leitrim, and 1½ in County Roscommon. For financial purposes the railway is divided into two parts, called Undertakings Nos. 1 and 2. Undertaking No. 1 comprises eight miles from Belturbet to Ballyheady, in County Cavan, the tax for which is levied from the guaranteeing area in Cavan. Undertaking No. 2 comprises four miles in County Cavan, from Ballyheady to the county boundary; 34 miles in County Leitrim, and 1½ in Roscommon, between the Shannon and Arigna Station—in all 39½ miles. The tax on this length is raised from the guaranteeing area in the County of Leitrim, so that Leitrim pays for 5½ miles of line which are outside the county boundary—a perpetual charge of about £400 a year, after deducting contributions from the Treasury and profits on working; while Cavan pays for 4 miles less than its mileage, and Roscommon does not contribute at all.

TABLE showing Apportionment of Profit and Loss on Working between Cavan and Leitrim.

HALF-YEAR ENDING—	Total Profit on Working.	Cavan Profit.	Leitrim.		If Profit were divided in proportion to Mileage.	
			Profit.	Loss.	Cavan's Share.	Leitrim's Share.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1 May, 1902, ...	318 15 0	200 13 7	118 1 5	—	59 3 0	259 12 0
1 Nov., 1902, ...	1,324 7 10	352 13 10	971 14 7	—	245 15 3	1,078 12 7
1 May, 1903, ...	958 16 10	435 6 3	523 10 7	—	177 18 7	780 18 3
1 Nov., 1903, ...	770 0 9	366 6 0	403 14 9	—	142 17 10	627 2 11
1 May, 1904, ...	366 1 10	382 16 1	—	16 14 3	67 18 8	298 3 2
1 Nov, 1904, ...	359 5 9	417 0 5	—	57 14 8	66 13 5	292 12 4
1 May, 1905, ...	160 18 10	347 9 2	—	186 10 4	29 17 4	131 1 6
1 Nov., 1905, ...	567 0 9	447 17 7	119 3 2	—	105 4 6	461 16 3
1 May, 1906, ...	132 8 7	347 5 1	—	214 6 6	24 11 6	107 17 1
1 Nov., 1906, ...	864 0 1	508 9 8	355 10 5	—	160 6 7	703 13 6

APPENDIX No. 19.

STATEMENT of Rates, etc., transmitted by Mr. JOHN COLHOUN, Hon. Secretary, Strabane Mercantile Association, supplementary to the evidence given by him on the 17th October, 1907.

FARES FOR SCHOOL CHILDREN ON DONEGAL JOINT RAILWAYS.

10 MILES.

	1906.	1908.
For two months, . . .	13/4	23/2

Similarly with adults on State made railways.

SAMPLE OF SCALE FOR "SMALLS" AS CHARGED BY THE G. N. R. (I.) Co.

Rate, 1892, begins at 2/6, and in 1908 is raised to 3/4 to begin.

Based on a 3/10 (1892) rate, raised to 4/8.

Cwt.	qr.	lbs.	Miles.	1892. d.	1908. d.	
1	0	0	10	6	7	Increase 1d.
2	0	0	10	8	10	,, 2d.
2	2	0	10	9	11	,, 2d.
3	0	0	10	9	1/-	,, 3d.

This scale is compiled from Company's own tables.

COMPARISON OF RATES AND FARES BETWEEN NEWTOWNSTEWART AND STRABANE.

10 MILES.

	1892.	1908.		1892.	1908.
Groceries, ...	5/- s/s.	5/3 s/s.	Sugar, Bacon, Oils, etc. .	3/10 s/s.	4/8 s/s.

A sample of increased rates in G. N. R. (I.) Rly. Co. unless when fought against.

CLASS RATES ON G. N. R. (I.) RAILWAY.

Strabane and Newtownstewart. 10 miles.

	1892. Classes.	1908. Classes.	
1	5/4	6/–	c/d.
2	—	6 8	
3	6/8	7/6	
4	—	9/–	
5	—	9/9	

Strabane and Londonderry. 14½ miles.

	1892. Classes.		1908. Classes.	Excess over 1892.
1	—			
2	3/4 & otge. 1/2	4/6	1 7/6	3/–
3	5/10		2 8/4	2/6
4	6/8		3 9/2	2/6
5	10/–		4 10/10	–/10
6	12/6		5 11/8 c/d.	—

APPENDIX No. 20.

SUPPLEMENTARY STATEMENT transmitted by Mr. E. H. BENNIS (Messrs. BENNIS & SON), Limerick, who gave evidence before the Commission on the 18th October, 1907.

October 21st, 1907.

BENNIS & SONS,
30, George-street,
Limerick.

To Sir C. Scotter,
Railway Vice-Regal
Commission.

DEAR SIR,

When giving evidence before you at the Vice-Regal Railway Commission on the 18th instant, you asked me for particulars of compensation received from the Post Office for loss caused by delay in transit. I could not give you details out of my head then, but I now enclose particulars herewith of two such claims paid for by the Post Office, in support of my evidence.

I am,

Yours faithfully,

(Signed) ERNEST H. BENNIS.

COPIES OF ENCLOSURES.

Particulars only.

	s.	d.
1 Pr. Chickens, .	5	0
Postage, . . .	0	6
	5	6

Sent to
"Mrs. Woodfall,
"Nutfield,
"Weybridge."

Sent March 28th, 1907, and not delivered till April 1st 1907. Bad in consequence of delay.

5s. 6d. paid by Post Office, June 5th, 1907.

Particulars only.

	s.	d.
1 Pr. Chickens and Postage, . .	4	0

"Mrs. Ainscough,
"Fairhurst Hall,
"Parbold,
"Nr. Southport."

Sent July 6th, 1906, and not delivered till July 9th. Gone bad in consequence of the delay.

4s. paid by Post Office, August 3rd, 1906.

APPENDIX No. 21.

COMPLAINTS as to delays to PIG TRAFFIC, referred to by Mr. WILLIAM SCULLY during his examination on the 18th October, 1907.

(Copies of two letters from the Secretary of the Irish Agricultural Organisation Society, transmitted by Mr. SCULLY on 29th *idem.*)

I.

IRISH AGRICULTURAL ORGANISATION SOCIETY,
OFFICES—22, LINCOLN-PLACE, DUBLIN,

28*th October*, 1907.

N.
A.8905/07.

DEAR SIR,—In reply to your letter of 27th inst., *re* our letter of 14th, which I re-enclose herewith. The complaint which we made to the M.G.W.R. Co. on 14th November, 1903 (of which I enclose you a copy herewith) was acknowledged by Mr. Tatlow under his M71/290 / 65895 of 16th November, 1903, in which Mr. Tatlow promises that the matter should receive attention. I cannot find that any further reply was received from Mr. Tatlow up to the end of 1904.

Yours truly,

(Signed), R. A. ANDERSON,
Secretary,
per H.F.N.

Mr. Wm. Scully, Jun.,
Ballaghmore,
Roscrea.

II.

Copy.

IRISH AGRICULTURAL ORGANISATION SOCIETY,
H. 14480/03. OFFICES—22, LINCOLN-PLACE, DUBLIN,
14*th November*, 1903.

DEAR SIR,—I beg to bring under your notice the existing railway facilities for the transit of live pigs from Westport, County Mayo, to the City of Limerick. The Kilmeena Co-operative Agricultural Society complains that a consignment of pigs forwarded by it on Wednesday, the 11th inst., from Westport to Limerick, did not reach its destination until Friday. It appears that the consignment had to be transhipped at Claremorris from your line to the Great Southern and Western's line. The fact of pigs having to travel for such a long time naturally depreciates their market value, and that in the case in question each pig lost four and five pounds weight, which means a great deal to the poor and struggling farmers of the County Mayo.

It is suggested by the Kilmeena Society that consignments of pigs from Westport should be booked by the afternoon train from that place, and sent *via* Athlone to Limerick, by which route they would arrive the following morning without having to be transhipped in transit. I shall be glad if you will give this suggestion your kind consideration.

Yours truly,
(Signed) C. C. RIDDALL,
Secretary (*pro tem.*).

Joseph Tatlow, Esq.,
Manager,
Midland Great Western Railway Co.

APPENDIX No. 22.

RATES and REGULATIONS for TRADERS' TICKETS generally in use on the IRISH RAILWAYS.

(Copy of Document handed in by Mr. Tatlow on behalf of the Associated Irish Railway Companies during the examination of Mr. Patrick Kirby on 21st October, 1907.)

1. Contract Tickets are issued, as per scale annexed, subject to the following conditions, to all traders, except Cattle Dealers, or Cattle Salesmen, without regard to the particular trades in which they may be engaged. Application for such Tickets or renewals thereof, to be addressed to the Goods Manager of the Company.

2. Traders' Tickets will be issued at the rate of one ticket for each £250 of actual receipts to the Company.

3. In calculating the receipts on Traffic, the full amount received on Local, and the proportion accruing to the Company on Through Traffic, will be credited for the twelve months preceding the date of application for ticket, but whenever required the trader shall produce the receipted accounts for payments made to the Company before a Traders' Ticket can be issued.

4. Traders taking out more than one ticket, as their traffic may warrant, for different representatives of the persons or firm, will be allowed discount off the gross amount as follows:—

On Two Tickets,	.	12½ per cent.
On Three Tickets,	.	20 ,,
On Four or more Tickets,		25 ,,

5. The Tickets will only be issued to the person or firm paying the Company the freight, *and only to the acting partners or persons exclusively in the employment of the firm*; but under special circumstances Traders' Tickets may be issued to the Trader who does not pay carriage for his traffic, provided a written guarantee be handed to the Company with each application stating that he had arranged that no other Trader would claim on the same traffic.

6. No Ticket will be issued for a less period than twelve months.

7. The Tickets are not transferable, and can only be issued in one name.

8. When a holder requires an alteration of district during the currency of his Ticket, the original Ticket shall be cancelled, and the full amount for the unexpired period be allowed as a payment on account of the new Ticket required, which shall be for the usual period of twelve months.

9. The mileage for which a Ticket is issued must be continuous and not in divided sections of the line.

10. The production of these Tickets when travelling will be uniformly required.

11. The Company reserve the right to decline to issue any Ticket that may be applied for without assigning any reason.

12. The holders of Traders' Tickets shall be subject to same rules and regulations when travelling as ordinary passengers.

CATTLE DEALERS AND CATTLE SALESMEN.

Traders' Tickets are issued to Cattle Dealers and Cattle Salesmen at a reduction of 15 per cent.

TRADERS' TICKETS.

SCALE showing the Rates chargeable at each Mile up to 80 Miles.

DISTANCE.	Traffic of £250 per annum.			Traffic of £500 per annum.			Traffic of £750 per annum.			Traffic of £1,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
Min'm 25	10 0	7 10	5 0	9 10	7 0	4 15	9 0	6 10	4 10	8 10	6 0	4 5
26	10 6	7 15	5 4	9 16	7 5	4 19	9 5	6 14	4 13	8 15	6 4	4 8
27	10 12	8 0	5 8	10 1	7 9	5 2	9 10	6 18	4 16	8 19	6 7	4 10
28	10 18	8 5	5 12	10 7	7 14	5 6	9 15	7 2	4 19	9 4	6 11	4 13
29	11 4	8 10	5 16	10 12	7 18	5 9	10 0	7 6	5 2	9 8	6 14	4 15
30	11 10	8 15	6 0	10 18	8 3	5 13	10 5	7 10	5 5	9 13	6 18	4 18
31	11 16	9 0	6 4	11 3	8 7	5 16	10 10	7 14	5 8	9 17	7 1	5 0
32	12 2	9 5	6 8	11 9	8 12	6 0	10 15	7 18	5 11	10 2	7 5	5 3
33	12 8	9 10	6 12	11 14	8 16	6 3	11 0	8 2	5 14	10 6	7 8	5 5
34	12 14	9 15	6 16	12 0	9 1	6 7	11 5	8 6	5 17	10 11	7 12	5 8
35	13 0	10 0	7 0	12 5	9 5	6 10	11 10	8 10	6 0	10 15	7 15	5 10
36	13 6	10 5	7 4	12 11	9 10	6 14	11 15	8 14	6 3	11 0	7 19	5 13
37	13 12	10 10	7 8	12 16	9 14	6 17	12 0	8 18	6 6	11 4	8 2	5 15
38	13 18	10 15	7 12	13 2	9 19	7 1	12 5	9 2	6 9	11 9	8 6	5 18
39	14 4	11 0	7 16	13 7	10 3	7 4	12 10	9 6	6 12	11 13	8 9	6 0
40	14 10	11 5	8 0	13 13	10 8	7 8	12 15	9 10	6 15	11 18	8 13	6 3
41	14 16	11 10	8 4	13 18	10 12	7 11	13 0	9 14	6 18	12 2	8 16	6 5
42	15 2	11 15	8 8	14 4	10 17	7 15	13 5	9 18	7 1	12 7	9 0	6 8
43	15 8	12 0	8 12	14 9	11 1	7 18	13 10	10 2	7 4	12 11	9 3	6 10
44	15 14	12 5	8 16	14 15	11 6	8 2	13 15	10 6	7 7	12 16	9 7	6 13
45	16 0	12 10	9 0	15 0	11 10	8 5	14 0	10 10	7 10	13 0	9 10	6 15
46	16 6	12 15	9 4	15 6	11 15	8 9	14 5	10 14	7 13	13 5	9 14	6 18
47	16 12	13 0	9 8	15 11	11 19	8 12	14 10	10 18	7 16	13 9	9 17	7 0
48	16 18	13 5	9 12	15 17	12 4	8 16	14 15	11 2	7 19	13 14	10 1	7 3
49	17 4	13 10	9 16	16 2	12 8	8 19	15 0	11 6	8 2	13 18	10 4	7 5
50	17 10	13 15	10 0	16 8	12 13	9 3	15 5	11 10	8 5	14 3	10 8	7 8
51	17 15	13 19	10 3	16 12	12 16	9 5	15 9	11 13	8 7	14 7	10 11	7 10
52	18 0	14 3	10 6	16 17	13 0	9 8	15 14	11 17	8 10	14 11	10 14	7 12
53	18 5	14 7	10 9	17 1	13 3	9 10	15 18	12 0	8 12	14 15	10 17	7 14
54	18 10	14 11	10 12	17 6	13 7	9 13	16 2	12 3	8 14	14 19	11 0	7 16
55	18 15	14 15	10 15	17 10	13 10	9 15	16 6	12 6	8 16	15 3	11 3	7 18
56	19 0	14 19	10 18	17 15	13 14	9 18	16 11	12 10	8 19	15 7	11 6	8 0
57	19 5	15 3	11 1	17 19	13 17	10 0	16 15	12 13	9 1	15 11	11 9	8 2
58	19 10	15 7	11 4	18 4	14 1	10 3	16 19	12 16	9 3	15 15	11 12	8 4
59	19 15	15 11	11 7	18 8	14 4	10 5	17 3	12 19	9 5	15 19	11 15	8 6
60	20 0	15 15	11 10	18 13	14 8	10 8	17 8	13 3	9 8	16 3	11 18	8 8
61	20 5	15 19	11 13	18 17	14 11	10 10	17 12	13 6	9 10	16 7	12 1	8 10
62	20 10	16 3	11 16	19 2	14 15	10 13	17 16	13 9	9 12	16 11	12 4	8 12
63	20 15	16 7	11 19	19 6	14 18	10 15	18 0	13 12	9 14	16 15	12 7	8 14
64	21 0	16 11	12 2	19 11	15 2	10 18	18 5	13 16	9 17	16 19	12 10	8 16
65	21 5	16 15	12 5	19 15	15 5	11 0	18 9	13 19	9 19	17 3	12 13	8 18
66	21 10	16 19	12 8	20 0	15 9	11 3	18 13	14 2	10 1	17 7	12 16	9 0
67	21 15	17 3	12 11	20 4	15 12	11 5	18 17	14 5	10 3	17 11	12 19	9 2
68	22 0	17 7	12 14	20 9	15 16	11 8	19 2	14 9	10 6	17 15	13 2	9 4
69	22 5	17 11	12 17	20 13	15 19	11 10	19 6	14 12	10 8	17 19	13 5	9 6
70	22 10	17 15	13 0	20 18	16 3	11 13	19 10	14 15	10 10	18 3	13 8	9 8
71	22 15	17 19	13 3	21 2	16 6	11 15	19 14	14 18	10 12	18 7	13 11	9 10
72	23 0	18 3	13 6	21 7	16 10	11 18	19 19	15 2	10 15	18 11	13 14	9 12
73	23 5	18 7	13 9	21 11	16 13	12 0	20 3	15 5	10 17	18 15	13 17	9 14
74	23 10	18 11	13 12	21 16	16 17	12 3	20 7	15 8	10 19	18 19	14 0	9 16
75	23 15	18 15	13 15	22 0	17 0	12 5	20 11	15 11	11 1	19 3	14 3	9 18
76	24 0	18 19	13 18	22 5	17 4	12 8	20 16	15 15	11 4	19 7	14 6	10 0
77	24 5	19 3	14 1	22 9	17 7	12 10	21 0	15 18	11 6	19 11	14 9	10 2
78	24 10	19 7	14 4	22 14	17 11	12 13	21 4	16 1	11 8	19 15	14 12	10 4
79	24 15	19 11	14 7	22 18	17 14	12 15	21 8	16 4	11 10	19 19	14 15	10 6
80	25 0	19 15	14 10	23 3	17 18	12 18	21 13	16 8	11 13	20 3	14 18	10 8

TRADERS' TICKETS.

SCALE showing the Rate chargeable at each Mile up to 80 Miles.

DISTANCE.	Traffic of £2,000 per annum.			Traffic of £3,000 per annum.			Traffic of £4,000 per annum.			Traffic of £5,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
Min'm 25	7 5	5 2	3 12	6 3	4 7	3 1	5 5	3 14	2 12	4 9	3 3	2 4
26	7 9	5 5	3 15	6 6	4 9	3 3	5 8	3 16	2 14	4 11	3 4	2 6
27	7 12	5 8	3 17	6 9	4 12	3 5	5 10	3 18	2 15	4 13	3 6	2 7
28	7 16	5 11	3 19	6 12	4 14	3 7	5 13	4 0	2 17	4 15	3 8	2 8
29	8 0	5 14	4 1	6 16	4 17	3 9	5 16	4 2	2 19	4 18	3 10	2 10
30	8 4	5 17	4 3	6 19	4 19	3 11	5 18	4 4	3 0	5 0	3 12	2 11
31	8 7	6 0	4 5	7 2	5 2	3 13	6 1	4 6	3 1	5 3	3 14	2 12
32	8 11	6 3	4 8	7 5	5 4	3 15	6 4	4 8	3 3	5 5	3 16	2 14
33	8 15	6 6	4 10	7 8	5 7	3 16	6 7	4 11	3 5	5 7	3 18	2 15
34	8 19	6 9	4 12	7 12	5 10	3 18	6 10	4 13	3 6	5 10	4 0	2 16
35	9 3	6 12	4 14	7 16	5 12	4 0	6 13	4 15	3 8	5 13	4 1	2 17
36	9 7	6 15	4 16	7 19	5 15	4 2	6 15	4 17	3 10	5 15	4 3	2 19
37	9 11	6 18	4 18	8 2	5 17	4 3	6 18	4 19	3 11	5 17	4 4	3 0
38	9 15	7 1	5 0	8 5	6 0	4 5	7 1	5 2	3 12	6 0	4 6	3 1
39	9 18	7 4	5 2	8 8	6 2	4 7	7 3	5 4	3 14	6 2	4 8	3 3
40	10 2	7 7	5 4	8 12	6 5	4 9	7 6	5 6	3 16	6 4	4 10	3 5
41	10 6	7 10	5 6	8 15	6 8	4 11	7 9	5 9	3 17	6 7	4 12	3 6
42	10 10	7 13	5 8	8 18	6 10	4 13	7 12	5 11	3 19	6 9	4 14	3 7
43	10 14	7 16	5 10	9 1	6 13	4 14	7 14	5 13	4 0	6 11	4 16	3 8
44	10 18	7 19	5 13	9 5	6 15	4 16	7 17	5 15	4 2	6 13	4 18	3 10
45	11 1	8 2	5 15	9 8	6 17	4 18	8 0	5 17	4 3	6 16	4 19	3 11
46	11 5	8 5	5 17	9 11	7 0	4 19	8 3	5 19	4 4	6 18	5 1	3 12
47	11 9	8 8	5 19	9 15	7 2	5 1	8 6	6 1	4 6	7 1	5 3	3 13
48	11 13	8 11	6 1	9 18	7 5	5 3	8 8	6 3	4 8	7 3	5 5	3 15
49	11 17	8 14	6 3	10 1	7 8	5 5	8 11	6 6	4 9	7 5	5 7	3 16
50	12 1	8 17	6 5	10 5	7 12	5 7	8 14	6 9	4 11	7 8	5 10	3 17
51	12 4	8 19	6 7	10 7	7 12	5 8	8 16	6 9	4 12	7 10	5 10	3 18
52	12 7	9 2	6 9	10 10	7 14	5 10	8 19	6 11	4 14	7 12	5 12	4 0
53	12 11	9 4	6 11	10 13	7 16	5 12	9 1	6 13	4 15	7 14	5 13	4 1
54	12 14	9 7	6 13	10 16	7 19	5 14	9 4	6 15	4 17	7 16	5 15	4 2
55	12 18	9 10	6 15	10 19	8 1	5 15	9 6	6 17	4 18	7 18	5 16	4 3
56	13 1	9 12	6 17	11 2	8 3	5 16	9 8	6 19	4 19	8 0	5 18	4 4
57	13 4	9 15	6 18	11 5	8 6	5 17	9 10	7 1	5 0	8 2	6 0	4 5
58	13 8	9 17	6 19	11 8	8 8	5 18	9 13	7 3	5 1	8 5	6 1	4 6
59	13 11	10 0	7 1	11 11	8 10	6 0	9 16	7 5	5 2	8 7	6 3	4 7
60	13 15	10 2	7 3	11 14	8 12	6 2	9 19	7 6	5 3	8 9	6 4	4 8
61	13 18	10 5	7 4	11 16	8 14	6 3	10 1	7 8	5 4	8 11	6 6	4 9
62	14 1	10 7	7 6	11 19	8 16	6 4	10 3	7 10	5 5	8 13	6 8	4 10
63	14 5	10 10	7 8	12 2	8 18	6 6	10 6	7 12	5 7	8 15	6 9	4 11
64	14 8	10 12	7 10	12 5	9 0	6 8	10 8	7 14	5 8	8 17	6 10	4 12
65	14 12	10 15	7 11	12 8	9 3	6 9	10 11	7 16	5 9	8 19	6 12	4 13
66	14 15	10 18	7 13	12 11	9 5	6 10	10 13	7 18	5 11	9 1	6 13	4 14
67	14 18	11 0	7 15	12 14	9 7	6 12	10 15	8 0	5 12	9 3	6 15	4 15
68	15 2	11 3	7 16	12 17	9 10	6 13	10 18	8 2	5 13	9 5	6 17	4 16
69	15 5	11 5	7 18	13 0	9 12	6 14	11 1	8 3	5 14	9 7	6 18	4 17
70	15 9	11 8	8 0	13 3	9 14	6 16	11 3	8 5	5 16	9 9	7 0	4 18
71	15 12	11 10	8 1	13 5	9 16	6 17	11 5	8 7	5 17	9 11	7 2	4 19
72	15 15	11 13	8 3	13 8	9 18	6 19	11 8	8 8	5 18	9 14	7 3	5 0
73	15 19	11 15	8 5	13 11	10 0	7 0	11 10	8 10	5 19	9 16	7 5	5 1
74	16 2	11 18	8 7	13 14	10 2	7 2	11 13	8 12	6 1	9 18	7 6	5 3
75	16 6	12 1	8 8	13 17	10 5	7 3	11 15	8 14	6 2	10 0	7 8	5 4
76	16 9	12 3	8 10	14 0	10 7	7 5	11 18	8 16	6 3	10 2	7 10	5 4
77	16 12	12 6	8 12	14 3	10 9	7 6	12 0	8 18	6 4	10 4	7 11	5 5
78	16 16	12 8	8 13	14 6	10 11	7 7	12 3	8 19	6 5	10 6	7 12	5 6
79	16 19	12 11	8 15	14 9	10 13	7 9	12 5	9 1	6 7	10 8	7 14	5 7
80	17 3	12 13	8 17	14 12	10 15	7 10	12 8	9 3	6 8	10 10	7 16	5 8

TRADERS' TICKETS.

SCALE—*continued*—81 Miles up to 140 Miles.

DISTANCE.	Traffic of £250 per annum.			Traffic of £500 per annum.			Traffic of £750 per annum.			Traffic of £1,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
81	25 5	19 19	14 13	23 7	18 1	13 0	21 17	16 11	11 15	20 7	15 1	10 10
82	25 10	20 3	14 16	23 12	18 5	13 3	22 1	16 14	11 17	20 11	15 4	10 12
83	25 15	20 7	14 19	23 16	18 8	13 5	22 5	16 17	11 19	20 15	15 7	10 14
84	26 0	20 11	15 2	24 1	18 12	13 8	22 10	17 1	12 2	20 19	15 10	10 16
85	26 5	20 15	15 5	24 5	18 15	13 10	22 14	17 4	12 4	21 3	15 13	10 18
86	26 10	20 19	15 8	24 10	18 19	13 13	22 18	17 7	12 6	21 7	15 16	11 0
87	26 15	21 3	15 11	24 14	19 2	13 15	23 2	17 10	12 8	21 11	15 19	11 2
88	27 0	21 7	15 14	24 19	19 6	13 18	23 7	17 14	12 11	21 15	16 2	11 4
89	27 5	21 11	15 17	25 3	19 9	14 0	23 11	17 17	12 13	21 19	16 5	11 6
90	27 10	21 15	16 0	25 8	19 13	14 3	23 15	18 0	12 15	22 3	16 8	11 8
91	27 15	21 19	16 3	25 12	19 16	14 5	23 19	18 3	12 17	22 7	16 11	11 10
92	28 0	22 3	16 6	25 17	20 0	14 8	24 4	18 7	13 0	22 11	16 14	11 12
93	28 5	22 7	16 9	26 1	20 3	14 10	24 8	18 10	13 2	22 15	16 17	11 14
94	28 10	22 11	16 12	26 6	20 7	14 13	24 12	18 13	13 4	22 19	17 0	11 16
95	28 15	22 15	16 15	26 10	20 10	14 15	24 16	18 16	13 6	23 3	17 3	11 18
96	29 0	22 19	16 18	26 15	20 14	14 18	25 1	19 0	13 9	23 7	17 6	12 0
97	29 5	23 3	17 1	26 19	20 17	15 0	25 5	19 3	13 11	23 11	17 9	12 2
98	29 10	23 7	17 4	27 4	21 1	15 3	25 9	19 6	13 13	23 15	17 12	12 4
99	29 15	23 11	17 7	27 8	21 4	15 5	25 13	19 9	13 15	23 19	17 15	12 6
100	30 0	23 15	17 10	27 13	21 8	15 8	25 18	19 13	13 18	24 3	17 18	12 8
101	30 4	23 18	17 12	27 17	21 11	15 10	26 1	19 15	14 0	24 6	18 0	12 10
102	30 8	24 1	17 15	28 1	21 14	15 12	26 5	19 18	14 2	24 10	18 2	12 11
103	30 12	24 4	17 17	28 4	21 16	15 14	26 8	20 0	14 3	24 13	18 5	12 13
104	30 16	24 7	17 19	28 8	21 19	15 16	26 12	20 3	14 5	24 16	18 7	12 14
105	31 0	24 10	18 1	28 12	22 2	15 18	26 15	20 5	14 7	24 19	18 9	12 16
106	31 4	24 13	18 4	28 16	22 5	16 0	26 19	20 8	14 9	25 3	18 12	12 17
107	31 8	24 16	18 6	28 19	22 7	16 2	27 2	20 10	14 10	25 6	18 14	12 19
108	31 12	24 19	18 8	29 3	22 10	16 4	27 6	20 13	14 12	25 9	18 16	13 0
109	31 16	25 2	18 10	29 7	22 13	16 6	27 9	20 15	14 14	25 12	18 18	13 2
110	32 0	25 5	18 13	29 11	22 16	16 8	27 13	20 18	14 16	25 16	19 1	13 3
111	32 4	25 8	18 15	29 14	22 18	16 10	27 16	21 0	14 17	25 19	19 3	13 5
112	32 8	25 11	18 17	29 18	23 1	16 12	28 0	21 3	14 19	26 2	19 5	13 6
113	32 12	25 14	18 19	30 2	23 4	16 14	28 3	21 5	15 1	26 5	19 7	13 8
114	32 16	25 17	19 2	30 6	23 7	16 16	28 7	21 8	15 3	26 9	19 10	13 9
115	33 0	26 0	19 4	30 9	23 9	16 18	28 10	21 10	15 4	26 12	19 12	13 11
116	33 4	26 3	19 6	30 13	23 13	17 0	28 14	21 12	15 6	26 15	19 14	13 12
117	33 8	26 6	19 8	30 17	23 15	17 2	28 17	21 15	15 8	26 18	19 16	13 14
118	33 12	26 9	19 11	31 1	23 18	17 4	29 1	21 18	15 10	27 2	19 19	13 15
119	33 16	26 12	19 13	31 4	24 0	17 6	29 4	22 0	15 11	27 5	20 1	13 17
120	34 0	26 15	19 15	31 8	24 3	17 8	29 8	22 3	15 13	27 8	20 3	13 18
121	34 4	26 18	19 17	31 12	24 6	17 10	29 11	22 5	15 15	27 11	20 5	14 0
122	34 8	27 1	20 0	31 16	24 9	17 12	29 15	22 8	15 17	27 15	20 8	14 1
123	34 12	27 4	20 2	31 19	24 11	17 14	29 18	22 10	15 18	27 18	20 10	14 3
124	34 16	27 7	20 4	32 3	24 14	17 18	30 2	22 13	16 0	28 1	20 12	14 4
125	35 0	27 10	20 6	32 7	24 17	17 18	30 5	22 15	16 2	28 4	20 14	14 6
126	35 4	27 13	20 9	32 11	25 0	18 0	30 9	22 18	16 4	28 8	20 17	14 7
127	35 8	27 16	20 11	32 14	25 2	18 2	30 12	23 0	16 5	28 11	20 19	14 9
128	35 12	27 19	20 13	32 18	25 5	18 4	30 16	23 3	16 7	28 14	21 1	14 10
129	35 16	28 2	20 15	33 2	25 8	18 6	30 19	23 5	16 9	28 17	21 3	14 12
130	36 0	28 5	20 18	33 6	25 11	18 8	31 3	23 8	16 11	29 1	21 6	14 13
131	36 4	28 8	21 0	33 9	25 13	18 10	31 6	23 10	16 12	29 4	21 8	14 15
132	36 8	28 11	21 2	33 13	25 16	18 12	31 9	23 13	16 14	29 7	21 10	14 16
133	36 12	28 14	21 4	33 17	25 19	18 14	31 13	23 15	16 16	29 10	21 12	14 18
134	36 16	28 17	21 7	34 1	26 2	18 16	31 17	23 18	16 18	29 14	21 15	14 19
135	37 0	29 0	21 9	34 4	26 4	18 18	32 0	24 0	16 19	29 17	21 17	15 1
136	37 4	29 3	21 11	34 8	26 7	19 0	32 4	24 3	17 1	30 0	21 19	15 2
137	37 8	29 6	21 13	34 12	26 10	19 2	32 8	24 5	17 3	30 3	22 1	15 4
138	37 12	29 9	21 16	34 16	26 13	19 4	32 11	24 8	17 5	30 7	22 4	15 5
139	37 16	29 12	21 18	34 19	26 15	19 6	32 15	24 10	17 6	30 10	22 6	15 7
140	38 0	29 15	22 0	35 3	26 18	19 8	32 18	24 13	17 8	30 13	22 8	15 8

TRADERS' TICKETS.

SCALE—*continued*—81 Miles up to 140 Miles.

DISTANCE.	Traffic of £2,000 per annum.			Traffic of £3,000 per annum.			Traffic of £4,000 per annum.			Traffic of £5,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
81	17 6	12 16	8 18	14 14	10 17	7 11	12 10	9 5	6 9	10 12	7 17	5 9
82	17 9	12 18	9 0	14 17	10 19	7 13	12 12	9 7	6 10	10 14	7 19	5 11
83	17 12	13 1	9 2	15 0	11 2	7 15	12 15	9 9	6 12	10 16	8 1	5 12
84	17 16	13 3	9 4	15 3	11 4	7 16	12 18	9 11	6 13	10 19	8 2	5 13
85	18 0	13 6	9 5	15 6	11 6	7 17	13 0	9 13	6 14	11 2	8 4	5 14
86	18 3	13 9	9 7	15 9	11 8	7 19	13 3	9 15	6 15	11 4	8 6	5 15
87	18 6	13 11	9 9	15 12	11 10	8 1	13 6	9 16	6 17	11 6	8 7	5 16
88	18 10	13 14	9 10	15 15	11 13	8 2	13 8	9 18	6 18	11 8	8 8	5 17
89	18 13	13 16	9 12	15 17	11 15	8 3	13 10	10 0	6 19	11 10	8 10	5 18
90	18 17	13 19	9 14	16 0	11 17	8 5	13 12	10 1	7 0	11 12	8 11	5 19
91	19 0	14 1	9 15	16 3	11 19	8 6	13 15	10 3	7 1	11 14	8 13	6 0
92	19 3	14 4	9 17	16 6	12 1	8 7	13 17	10 5	7 2	11 16	8 14	6 1
93	19 7	14 6	9 19	16 9	12 3	8 9	14 0	10 7	7 4	11 18	8 16	6 2
94	19 10	14 9	10 1	16 12	12 6	8 11	14 2	10 9	7 5	12 0	8 18	6 3
95	19 14	14 12	10 2	16 15	12 8	8 12	14 5	10 11	7 6	12 2	8 19	6 4
96	19 17	14 14	10 4	16 17	12 10	8 13	14 7	10 13	7 7	12 4	9 1	6 5
97	20 0	14 17	10 6	17 0	12 12	8 15	14 9	10 15	7 9	12 6	9 2	6 6
98	20 4	14 19	10 7	17 3	12 14	8 16	14 12	10 17	7 10	12 8	9 4	6 7
99	20 7	15 2	10 9	17 6	12 16	8 18	14 14	10 18	7 11	12 10	9 5	6 8
100	20 11	15 4	10 11	17 9	12 18	8 19	14 17	10 19	7 12	12 12	9 6	6 9
101	20 13	15 6	10 12	17 11	13 0	9 0	14 18	11 1	7 13	12 13	9 8	6 10
102	20 16	15 8	10 13	17 14	13 2	9 1	15 1	11 2	7 14	12 15	9 9	6 11
103	20 19	15 10	10 15	17 16	13 3	9 3	15 3	11 4	7 15	12 17	9 10	6 12
104	21 2	15 12	10 16	17 19	13 5	9 4	15 5	11 5	7 16	12 19	9 11	6 13
105	21 5	15 14	10 18	18 1	13 7	9 5	15 7	11 7	7 17	13 1	9 13	6 13
106	21 8	15 16	10 19	18 3	13 9	9 6	15 9	11 9	7 18	13 3	9 15	6 14
107	21 10	15 18	11 0	18 5	13 10	9 7	15 11	11 10	7 19	13 4	9 16	6 15
108	21 13	16 0	11 1	18 8	13 12	9 8	15 13	11 11	8 0	13 6	9 17	6 16
109	21 16	16 2	11 3	18 10	13 13	9 9	15 15	11 12	8 1	13 7	9 18	6 17
110	21 19	16 4	11 4	18 13	13 15	9 10	15 17	11 14	8 2	13 9	9 19	6 18
111	22 1	16 6	11 5	18 15	13 17	9 11	15 19	11 15	8 3	13 11	10 0	6 19
112	22 4	16 7	11 6	18 17	13 18	9 12	16 0	11 16	8 4	13 12	10 1	6 19
113	22 7	16 9	11 8	18 19	14 0	9 14	16 2	11 18	8 5	13 14	10 2	7 0
114	22 10	16 11	11 9	19 2	14 1	9 15	16 4	11 19	8 6	13 15	10 3	7 1
115	22 12	16 13	11 10	19 4	14 3	9 16	16 6	12 1	8 7	13 17	10 4	7 2
116	22 15	16 15	11 11	19 7	14 5	9 17	16 8	12 2	8 7	13 19	10 6	7 2
117	22 18	16 17	11 13	19 9	14 6	9 18	16 10	12 3	8 8	14 1	10 7	7 3
118	23 1	16 19	11 14	19 12	14 8	9 19	16 13	12 5	8 9	14 3	10 8	7 4
119	23 3	17 1	11 15	19 14	14 10	10 0	16 15	12 6	8 10	14 5	10 9	7 4
120	23 6	17 3	11 16	19 16	14 12	10 1	16 17	12 8	8 11	14 6	10 11	7 5
121	23 9	17 5	11 18	19 18	14 12	10 2	16 19	12 9	8 12	14 8	10 12	7 6
122	23 12	17 7	11 19	20 1	14 14	10 3	17 1	12 10	8 13	14 10	10 13	7 7
123	23 14	17 8	12 1	20 3	14 16	10 4	17 3	12 12	8 14	14 12	10 14	7 8
124	23 17	17 10	12 2	20 5	14 17	10 5	17 4	12 13	8 15	14 13	10 15	7 9
125	24 0	17 12	12 3	20 7	14 19	10 7	17 6	12 14	8 16	14 14	10 16	7 10
126	24 3	17 14	12 4	20 11	15 1	10 7	17 9	12 16	8 16	14 17	10 18	7 10
127	24 5	17 16	12 6	20 13	15 3	10 9	17 11	12 17	8 17	14 18	10 19	7 11
128	24 8	17 18	12 7	20 15	15 4	10 10	17 13	12 18	8 18	15 0	11 0	7 12
129	24 11	18 0	12 8	20 17	15 6	10 11	17 15	13 0	8 19	15 1	11 1	7 12
130	24 14	18 2	12 9	21 0	15 8	10 12	17 17	13 2	9 0	15 3	11 3	7 13
131	24 16	18 4	12 11	21 2	15 9	10 13	17 19	13 3	9 1	15 5	11 4	7 14
132	24 19	18 5	12 12	21 4	15 10	10 14	18 0	13 4	9 2	15 6	11 5	7 15
133	25 2	18 7	12 13	21 6	15 12	10 15	18 2	13 6	9 3	15 8	11 6	7 16
134	25 5	18 9	12 14	21 9	15 14	10 16	18 4	13 7	9 4	15 10	11 7	7 16
135	25 7	18 11	12 16	21 11	15 15	10 17	18 6	13 8	9 5	15 12	11 8	7 17
136	25 10	18 13	12 17	21 14	15 17	10 18	18 9	13 9	9 6	15 14	11 9	7 17
137	25 13	18 15	12 18	21 16	15 19	10 19	18 11	13 11	9 7	15 15	11 10	7 18
138	25 16	18 17	12 19	21 19	16 0	11 0	18 13	13 12	9 8	15 17	11 11	7 19
139	25 18	18 19	13 1	22 1	16 2	11 1	18 15	13 14	9 9	15 18	11 13	8 0
140	26 1	19 1	13 2	22 3	16 4	11 2	18 17	13 15	9 10	16 0	11 14	8 1

TRADERS' TICKETS.

SCALE—*continued*—141 Miles up to 200 Miles.

DISTANCE	Traffic of £250 per annum.			Traffic of £500 per annum.			Traffic of £750 per annum.			Traffic of £1,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
141	38 4	29 18	22 2	35 7	27 1	19 10	33 2	24 15	17 10	30 16	22 10	15 10
142	38 8	30 1	22 5	35 11	27 4	19 12	33 5	24 18	17 12	31 0	22 13	15 11
143	38 12	30 4	22 7	35 14	27 6	19 14	33 9	25 0	17 13	31 3	22 15	15 13
144	38 16	30 7	22 9	35 18	27 9	19 16	33 12	25 3	17 15	31 6	22 17	15 14
145	39 0	30 10	22 11	36 2	27 12	19 18	33 16	25 5	17 17	31 9	22 19	15 16
146	39 4	30 13	22 14	36 6	27 15	20 0	33 19	25 8	17 19	31 13	23 2	15 17
147	39 8	30 16	22 16	36 9	27 17	20 2	34 3	25 10	18 0	31 16	23 4	15 19
148	39 12	30 19	22 18	36 13	28 0	20 4	34 6	25 13	18 2	31 19	23 6	16 0
149	39 16	31 2	23 0	36 17	28 3	20 6	34 10	25 15	18 4	32 2	23 8	16 2
150	40 0	31 5	23 3	37 1	28 6	20 8	34 13	25 18	18 6	32 6	23 11	16 3
151	40 4	31 8	23 5	37 4	28 8	20 10	34 17	26 0	18 7	32 9	23 13	16 5
152	40 8	31 11	23 7	37 8	28 11	20 12	35 0	26 3	18 9	32 12	23 15	16 6
153	40 12	31 14	23 9	37 12	28 14	20 14	35 4	26 5	18 11	32 15	23 17	16 8
154	40 16	31 17	23 12	37 16	28 17	20 16	35 7	26 8	18 13	32 19	24 0	16 9
155	41 0	32 0	23 14	37 19	28 19	20 18	35 11	26 10	18 14	33 2	24 2	16 11
156	41 4	32 3	23 16	38 3	29 2	21 0	35 14	26 13	18 16	33 5	24 4	16 12
157	41 8	32 6	23 18	38 7	29 5	21 2	35 18	26 15	18 18	33 8	24 6	16 14
158	41 12	32 9	24 1	38 11	29 8	21 4	36 1	26 18	19 0	33 12	24 9	16 15
159	41 16	32 12	24 3	38 14	29 10	21 6	36 5	27 0	19 1	33 15	24 11	16 17
160	42 0	32 15	24 5	38 18	29 13	21 8	36 8	27 3	19 3	33 18	24 13	16 18
161	42 4	32 18	24 7	39 2	29 16	21 10	36 12	27 5	19 5	34 1	24 15	17 0
162	42 8	33 1	24 10	39 6	29 19	21 12	36 15	27 8	19 7	31 5	24 18	17 1
163	42 12	33 4	24 12	39 9	30 1	21 14	36 19	27 10	19 8	34 8	25 0	17 3
164	42 16	33 7	24 14	39 13	30 4	21 16	37 2	27 13	19 10	34 11	25 2	17 4
165	43 0	33 10	24 16	39 17	30 7	21 18	37 6	27 15	19 12	34 14	25 4	17 6
166	43 4	33 13	24 19	40 1	30 10	22 0	37 9	27 18	19 14	34 18	25 7	17 7
167	43 8	33 16	25 1	40 4	30 12	22 2	37 13	28 0	19 15	35 1	25 9	17 9
168	43 12	33 19	25 3	40 8	30 15	22 4	37 16	28 3	19 17	35 4	25 11	17 10
169	43 16	34 2	25 5	40 12	30 18	22 6	38 0	28 5	19 19	35 7	25 13	17 12
170	44 0	34 5	25 8	40 16	31 1	22 8	38 3	28 8	20 1	35 11	25 16	17 13
171	44 4	34 8	25 10	40 19	31 3	22 10	38 7	28 10	20 2	35 14	25 18	17 15
172	44 8	34 11	25 12	41 3	31 6	22 12	38 10	28 13	20 4	35 17	26 0	17 16
173	44 12	34 14	25 14	41 7	31 9	22 14	38 14	28 15	20 6	36 0	26 2	17 18
174	44 16	34 17	25 17	41 11	31 12	22 16	38 17	28 18	20 8	36 4	26 5	17 19
175	45 0	35 0	25 19	41 14	31 14	22 18	39 1	29 0	20 9	36 7	26 7	18 1
176	45 4	35 3	26 1	41 18	31 17	23 0	39 4	29 3	20 11	36 10	26 9	18 2
177	45 8	35 6	26 3	42 2	32 0	23 2	39 8	29 5	20 13	36 13	26 11	18 4
178	45 12	35 9	26 6	42 6	32 3	23 4	39 11	29 8	20 15	36 17	26 14	18 5
179	45 16	35 12	26 8	42 9	32 5	23 6	39 15	29 10	20 16	37 0	26 16	18 7
180	46 0	35 15	26 10	42 13	32 8	23 8	39 18	29 13	20 18	37 3	26 18	18 8
181	46 4	35 18	26 12	42 17	32 11	23 10	40 2	29 15	21 0	37 6	27 0	18 10
182	46 8	36 1	26 15	43 1	32 14	23 12	40 5	29 18	21 2	37 10	27 3	18 11
183	46 12	36 4	26 17	43 4	32 16	23 14	40 9	30 0	21 3	37 13	27 5	18 13
184	46 16	36 7	26 19	43 8	32 19	23 16	40 12	30 3	21 5	37 16	27 7	18 14
185	47 0	36 10	27 1	43 12	33 2	23 18	40 16	30 5	21 7	37 19	27 9	18 16
186	47 4	36 13	27 4	43 16	33 5	24 0	40 19	30 8	21 9	38 3	27 12	18 17
187	47 8	36 16	27 6	43 19	33 7	24 2	41 3	30 10	21 10	38 6	27 14	18 19
188	47 12	36 19	27 8	44 3	33 10	24 4	41 6	30 13	21 12	38 9	27 16	19 0
189	47 16	37 2	27 10	44 7	33 13	24 6	41 10	30 15	21 14	38 12	27 18	19 2
190	48 0	37 5	27 13	44 11	33 16	24 8	41 13	30 18	21 16	38 16	28 1	19 3
191	48 4	37 8	27 15	44 14	33 18	24 10	41 17	31 0	21 17	38 19	28 3	19 5
192	48 8	37 11	27 17	44 18	34 1	24 12	42 0	31 3	21 19	39 2	28 5	19 6
193	48 12	37 14	27 19	45 2	34 4	24 14	42 4	31 5	22 1	39 5	28 7	19 8
194	48 16	37 17	28 2	45 6	34 7	24 16	42 7	31 8	22 3	39 9	28 10	19 9
195	49 0	38 0	28 4	45 9	34 9	24 18	42 11	31 10	22 4	39 12	28 12	19 11
196	49 4	38 3	28 6	45 13	34 12	25 0	42 14	31 13	22 6	39 15	28 14	19 12
197	49 8	38 6	28 8	45 17	34 15	25 2	42 18	31 15	22 8	39 18	28 16	19 14
198	49 12	38 9	28 11	46 1	34 18	25 4	43 1	31 18	22 10	40 2	28 19	19 15
199	49 16	38 12	28 13	46 4	35 0	25 6	43 5	32 0	22 11	40 5	29 1	19 17
200	50 0	38 15	28 15	46 8	35 3	25 8	43 8	32 3	22 13	40 8	29 3	19 18
201 and upwards add for each mile	3/-	2/3	1/9	2/9	2/-	1/6	2/6	1/9	1/3	2/3	1/6	1/-

TRADERS' TICKETS.

SCALE—*continued*—141 miles up to 200 miles.

DISTANCE.	Traffic of £2,000 per annum.			Traffic of £3,000 per annum.			Traffic of £4,000 per annum.			Traffic of £5,000 per annum.		
Miles.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
141	26 4	19 3	13 3	22 5	16 5	11 3	18 19	13 16	9 10	16 2	11 15	8 2
142	26 7	19 5	13 4	22 8	16 7	11 4	19 1	13 18	9 11	16 4	11 16	8 2
143	26 10	19 7	13 6	22 10	16 9	11 6	19 3	14 0	9 12	16 6	11 18	8 3
144	26 12	19 9	13 7	22 12	16 10	11 7	19 5	14 1	9 13	16 7	11 19	8 4
145	26 15	19 11	13 8	22 15	16 12	11 8	19 7	14 2	9 14	16 9	12 0	8 5
146	26 18	19 13	13 9	22 17	16 14	11 9	19 9	14 4	9 15	16 10	12 1	8 6
147	27 1	19 14	13 11	23 0	16 15	11 10	19 11	14 5	9 16	16 12	12 2	8 7
148	27 3	19 16	13 12	23 2	16 17	11 11	19 13	14 6	9 17	16 14	12 3	8 7
149	27 6	19 18	13 14	23 4	16 18	11 13	19 15	14 7	9 18	16 15	12 4	8 8
150	27 9	20 0	13 15	23 7	17 0	11 14	19 17	14 9	9 19	16 17	12 6	8 9
151	27 12	20 2	13 16	23 9	17 2	11 15	19 19	14 11	10 0	16 19	12 7	8 10
152	27 14	20 4	13 17	23 11	17 3	11 16	20 1	14 12	10 0	17 0	12 8	8 10
153	27 17	20 6	13 19	23 13	17 4	11 17	20 3	14 13	10 1	17 2	12 9	8 11
154	28 0	20 8	14 0	23 16	17 6	11 18	20 5	14 15	10 2	17 4	12 10	8 12
155	28 3	20 10	14 1	23 19	17 8	11 19	20 7	14 16	10 3	17 6	12 11	8 13
156	28 5	20 12	14 2	24 1	17 10	12 0	20 9	14 17	10 4	17 7	12 12	8 13
157	28 8	20 14	14 4	24 3	17 11	12 1	20 11	14 19	10 5	17 9	12 13	8 14
158	28 11	20 16	14 5	24 5	17 13	12 2	20 13	15 0	10 6	17 10	12 15	8 15
159	28 14	20 17	14 6	24 8	17 14	12 3	20 15	15 1	10 7	17 12	12 16	8 16
160	28 16	20 19	14 7	24 10	17 16	12 4	20 16	15 3	10 8	17 14	12 17	8 17
161	28 19	21 1	14 9	24 12	17 18	12 6	20 18	15 4	10 9	17 16	12 18	8 18
162	29 2	21 3	14 10	24 15	18 0	12 7	21 0	15 6	10 10	17 18	13 0	8 19
163	29 5	21 5	14 12	24 17	18 1	12 8	21 2	15 7	10 11	17 19	13 1	8 19
164	29 7	21 7	14 13	24 19	18 3	12 9	21 4	15 8	10 12	18 1	13 2	9 0
165	29 10	21 9	14 14	25 2	18 4	12 10	21 6	15 9	10 12	18 3	13 3	9 0
166	29 13	21 11	14 15	25 4	18 6	12 11	21 8	15 11	10 13	18 4	13 4	9 1
167	29 16	21 13	14 17	25 6	18 8	12 12	21 10	15 13	10 14	18 6	13 6	9 2
168	29 18	21 15	14 18	25 8	18 9	12 13	21 12	15 14	10 15	18 7	13 7	9 3
169	30 1	21 17	14 19	25 11	18 11	12 14	21 14	15 15	10 16	18 9	13 8	9 4
170	30 4	21 19	15 0	25 13	18 13	12 15	21 16	15 17	10 17	18 11	13 9	9 4
171	30 7	22 0	15 2	25 16	18 14	12 17	21 18	15 18	10 18	18 13	13 10	9 5
172	30 9	22 2	15 3	25 18	18 16	12 18	22 0	15 19	10 19	18 14	13 12	9 6
173	30 12	22 4	15 4	26 0	18 17	12 19	22 2	16 0	11 0	18 16	13 13	9 7
174	30 15	22 6	15 5	26 2	18 19	13 0	22 4	16 2	11 1	18 17	13 14	9 8
175	30 17	22 8	15 7	26 4	19 1	13 1	22 5	16 4	11 2	18 18	13 15	9 9
176	31 0	22 10	15 8	26 7	19 3	13 2	22 8	16 6	11 3	19 1	13 17	9 9
177	31 3	22 12	15 9	26 10	19 4	13 3	22 10	16 7	11 4	19 3	13 18	9 10
178	31 6	22 14	15 10	26 12	19 6	13 4	22 12	16 8	11 4	19 5	13 19	9 10
179	31 9	22 16	15 12	26 15	19 7	13 5	22 14	16 9	11 5	19 7	14 0	9 11
180	31 12	22 17	15 13	26 17	19 8	13 6	22 16	16 10	11 6	19 8	14 1	9 12
181	31 14	22 19	15 14	26 19	19 10	13 7	22 18	16 12	11 7	19 9	14 2	9 13
182	31 17	23 1	15 15	27 1	19 12	13 8	23 0	16 14	11 8	19 11	14 4	9 14
183	32 0	23 3	15 17	27 4	19 14	13 9	23 2	16 15	11 9	19 13	14 5	9 15
184	32 3	23 5	15 18	27 6	19 15	13 10	23 4	16 16	11 10	19 15	14 6	9 16
185	32 6	23 7	16 0	27 8	19 17	13 12	23 6	16 17	11 11	19 17	14 7	9 16
186	32 9	23 9	16 1	27 11	19 19	13 13	23 8	16 19	11 12	19 19	14 8	9 17
187	32 11	23 11	16 2	27 13	20 0	13 14	23 10	17 0	11 13	20 0	14 9	9 18
188	32 14	23 13	16 3	27 16	20 2	13 15	23 12	17 2	11 14	20 2	14 11	9 19
189	32 17	23 15	16 5	27 18	20 3	13 16	23 14	17 3	11 15	20 3	14 12	10 0
190	33 0	23 17	16 6	28 1	20 5	13 17	23 16	17 4	11 15	20 5	14 13	10 0
191	33 2	23 19	16 7	28 3	20 7	13 18	23 18	17 6	11 16	20 7	14 14	10 1
192	33 5	24 0	16 8	28 5	20 8	13 19	24 0	17 7	11 17	20 8	14 15	10 1
193	33 7	24 2	16 10	28 7	20 10	14 0	24 2	17 8	11 18	20 10	14 16	10 2
194	33 10	24 4	16 11	28 10	20 11	14 1	24 4	17 9	11 19	20 12	14 17	10 3
195	33 13	24 6	16 12	28 12	20 13	14 2	24 6	17 11	12 0	20 14	14 18	10 4
196	33 16	24 8	16 13	28 14	20 15	14 3	24 8	17 13	12 1	20 16	15 0	10 5
197	33 18	24 10	16 15	28 16	20 17	14 4	24 10	17 14	12 2	20 17	15 1	10 6
198	34 1	24 12	16 16	28 18	20 18	14 5	24 12	17 15	12 3	20 18	15 2	10 6
199	34 4	24 14	16 17	29 1	21 0	14 6	24 14	17 17	12 3	21 0	15 3	10 7
200	34 7	24 16	16 18	29 4	21 2	14 7	24 16	17 19	12 4	21 2	15 5	10 7
201 and upwards add for each mile	1/11	1/3	10*d.*	1/8	1/1	9*d.*	1/5	11*d.*	8*d.*	1/2	9*d.*	6*d.*

APPENDIX No. 23.

EXPLANATORY STATEMENT transmitted by Mr. JEREMIAH MURPHY, Clonkeen, Co. Kerry, who gave evidence before the Commission on the 22nd October, 1907.

COOMACULLIN,
CLONKEEN, Co. KERRY,
December 16th, 1907.

SIR,—I enclose herewith Delivery Notes showing the freight charge on 28 lb. boxes of butter from Loobridge to Cork.

The charge on the 56 lb. box referred to in my evidence has been reduced from 1*s.* 3*d.* to 8*d.*, the reduced charge being in operation before the date of my examination.

I also enclose Debit Note, showing the company's charge for the return of empty boxes from Cork to Loobridge. Of the total charge of 5*d.* referred to in my evidence, it is necessary to explain that 1*d.* is paid to the carriers for conveyance from the Butter Exchange to the railway station, so that the net charge of the railway company is 4*d.*

Yours very truly,

(Signed) JERH. MURPHY.

G. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
Dublin.

COPIES OF DELIVERY NOTES.

61.

M Walsh.

Goods Dept., Cork.
7 Dec., 1907.
G. S. & W. Rly.

Dr.

To the Great Southern and Western Railway Company.

For Consignment of Goods as under:—

Station from.	Sender.	Number of Articles.	Description of Goods and Marks.	Total.
L. Bridge, ...	W Murphy, ...	1	Box.	£ 0 *s.* 0 *d.* 6

61.

M. Walsh.

Goods Dept., Cork.
7 Dec., 1907.
G. S. & W. Rly.

Station from.	Sender.	Number of Articles.	Description of Goods and Marks.	Total.
L. Bridge, ...	J. Connell, ...	1	Box.	£ 0 *s.* 0 *d.* 6

Address
Messrs E. Walsh & Sons. R. H. Cashel, Agent. Goods Department, Cork Station
7 day of 12, 1907.

Dr. To the Great Southern and Western Railway Company:

Station.	Name.	Number of Articles.	Description of Goods and Marks.	Weight.	Total.
				Lbs.	£ *s.* *d.*
Rathmore.	J. P. Kerchly, ...	1	R. E. Box.	7	0 0 3
Buttevant, ...	Lurey, ...	1	do.	7	0 0 3
Banteer, ...	Riordan, ...	1	do.	7	0 0 3
Newmarket, ...	Murphy, ...	1	do.	7	0 0 3
Rathmore, ...	O'Leary, ...	1	do.	7	0 0 3
Millstreet, ...	Carroll, ...	1	do.	7	0 0 3
—	Graham, ...	1	do.	7	0 0 3
Loobridge, ...	O'Connell, ...	1	do.	7	0 0 4
—	Murphy, ...	1	do.	7	0 0 4
Rathmore, ...	D. Cackley, ...	1	do.	7	0 0 3
Clarecastle, ...	Lyttleton, ...	1	do.	7	0 0 4
Kilkee, ...	B. Murray, ...	1	do.	7	0 0 6
Corofin, ...	J. M'Courcy, ...	1	do.	7	0 0 4
				Forward,	0 3 10

APPENDIX No. 24.

STATEMENT as to Passenger Fares for Cattle Dealers, transmitted by Mr. W. O'SULLIVAN, Merchant Abbeyfeale, on the 23rd October, 1907.

SPRING MOUNT,
ABBEYFEALE,
October 23rd, 1907.

To the Secretary,
Viceregal Commission on Irish Railways,
Dublin.

DEAR SIR,—I will thank you to lay the enclosed statement before your Commissioners.

Yours, etc.,
(Signed), W. O'SULLIVAN.

IRISH RAILWAY RATES.

There are hundreds of Cattle Dealers who never ship any cattle out of this country—they buy in Munster and sell in Leinster and Connaught—who pay in freight for cattle to the railway companies £200 or £300 a year, at least, each, and who never get one pin's point encouragement from the railways. I am one of these myself. I applied last April, and several times before, for return tickets at single fares for myself and son, whom I intend to bring up at the business, and was refused. I pointed out to them that it would be a great encouragement, and I thought the companies would gain by it, as they could see from their own books that the fairs held on Mondays were better attended than those held on any other day in the week—a fact which I attribute to week-end tickets. I am certain the companies would gain by giving return tickets at single fares to all Cattle Dealers who pay £100 a year freight for cattle.

APPENDIX No. 25.

COMPLAINT by Messrs. Murphy Bros., Waterford, as to the insufficiency of wagons at Waterford.

(Copies of three letters addressed to the Vice-Regal Commission by Messrs. Murphy Bros. and the Manager of the Great Southern and Western Railway.)

I.

(Circular Letter).

Murphy Brothers, Ltd.,
Coal Importers, Steamship Owners,
Waterford and Limerick.

WATERFORD,
8th November, 1907.

DEAR SIR,—We regret the great delays that have lately occurred in the execution of orders, and a considerable portion of this delay is attributable to the G.S. and W. Railway being unable to supply the necessary trucks for our requirements. This is detrimental to the advancement of our inland industries and to the ports they serve, and should be taken up, not only by traders, but by the representatives in Parliament and County Councils. We have offered to supplement their supply with wagons of our own, and have actually got the wagons, but they won't allow them to run—THEY WON'T SUPPLY THEMSELVES, AND WON'T ALLOW EVEN THE TRADERS TO SUPPLY.

The following cargoes are now due:—

Best "Wallsend" Orrell coals, to-morrow. 22*s*.
Best "Crown" Orrell coals, discharging, 20*s*.
Best "Hibernia" House and Steam, Monday, 19*s*.
Best Wigan coals, to-morrow, 19*s*. 6*d*.
Best large Newport coals, end next week, 21*s*.
Best superior large Scotch, Friday next, 18*s*.
per ton, *ex* ship here.

Orders entrusted to us are now receiving special attention, and you can rely on the quality of our coal.

Prices are somewhat easier, but collieries are not offering ahead at reduced rates.

We solicit your orders; and inquiries promptly attended.

Yours faithfully,

(Signed) MURPHY BROS., LTD.

II.

GREAT SOUTHERN AND WESTERN RAILWAY.

TRAFFIC MANAGER'S OFFICE, DUBLIN,
November 16th, 1907.

T. M. 13235.

SIR,—Replying to your letter of the 14th inst. (No. 2474-07), with extract from letter addressed to the Commission in regard to the supply of wagons.

This firm (Messrs. Murphy Brothers, Limited, Waterford) has bought some wagons for its coal traffic without making any arrangements beforehand with this company, but they have not procured enough for carrying on their business, and have made no provision of siding accommodation to stand them on when not in use.

A question is at issue which it will be necessary to submit to the Court of the Railway and Canal Commission for decision, and they have stated their intention of invoking the intervention of that Court.

There has not been any unreasonable shortage of wagons on the part of this company.

I am, Sir,
Your obedient servant,
(Signed) E. A. NEALE.

G. E. Shanahan, Esq.,
Viceregal Commission on Irish Railways,
Dublin.

III.

Murphy Bros.,
Steamship Owners, Coal and Salt Merchants.

WATERFORD,
3rd December, '07.

The Secretary,
Railway Commission, Dublin.

SIR,—We are in receipt of your 25o2-07, dated 27th ulto., with copy of G.S. and W. Railway Company's letter of 16th ulto.

We, as well as other traders here, have suffered considerable losses through detention of steamers owing to the insufficiency of trucks to take their coal cargoes.

In most cases we are unable to procure half enough wagons for the tonnage we require on rails unless we keep our steamers lying here for two or three days. As an instance of this our s.s. "Rossmore" arrived here at 4 p.m. Sunday last, 24th ulto., with 400 tons of coal for customers on the G.S. and W. Railway (due notice being given of our requirements for trucks). The steamer commenced discharge at our wharf at midnight, Sunday, when only twelve wagons were supplied. These were loaded by 2.30 a.m. Monday, and steamer had to remain idle from that hour until 9 a.m., when eleven trucks more were given; those were loaded by 1 p.m., and steamer was again left idle until 7 p.m., when twelve wagons more were supplied; and so on at intervals until 7 p.m., 26th ulto., when we succeeded in getting our steamer away. Our steamer was consequently forty-three hours discharging 380 tons coal, or little over 8¾ tons per hour, a feat which a few schoolboys would accomplish in a shorter time.

This tonnage could be easily discharged from the steamer and loaded into trucks, if trucks were available, in six to eight hours, or to give ample time, we shall say ten hours. The trucks were not available. Railway company could not supply them. We had to wait their pleasure and convenience to give them, and detain steamer in order to supply our customers, with the result that we lost thirty-three hours of our steamer's time, which, when calculated at the usual charge for demurrage of ten shillings per hour, spells a dead loss to us of £16 10*s*. We could give many similar instances of detention and loss; we can also prove where not a single wagon was supplied for other cargoes, and quite recently this company refused to supply any wagons for 600 tons coal which we had previously ordered.

This is a slight description of the way we have been treated for years; we complained, but no relief was given. Matters gradually became worse until we at last advised railway company that if they did not supply sufficient trucks we would be obliged to get some ourselves. We asked them to quote rates for coal in owner's trucks, and they quoted rates that would not pay any owner to run them (2*d*. per ton under existing rates for any distance). We waited patiently for a time, expecting improved supplies, but instead of any improvement matters became much worse. Forty miles of extension railway was opened in July, 1906, to Wexford and Rosslare, for which no additional rolling stock was provided, with the result that we had the pleasure of seeing our steamers further detained, in order to supply the need of this new service. The trucks that should in the ordinary course be given to our boats were sent by special train to Wexford and Rosslare. We were therefore left idle, and to suffer detention and consequent loss while this company were meeting the requirements of this new section of railway. We remonstrated, but the officials here had no excuse to offer. They stated they were obliged to supply the demands of this new railway in preference to Waterford, and they did so under orders from Kingsbridge.

Therefore, seeing matters going from bad to worse, we were obliged to procure some wagons of our own, thirty-five, to supplement those supplied by railway company. We ordered them, and advised railway company that we had done so. Our wagons arrived here during the early part of last month (November). Railway company had due notice of their coming and arrival. We loaded them and consigned them in the ordinary course, but the company refused to take them, saying we had no working arrangement with them, nor had we siding accommodation to stand them on when idle. Well, we need no working arrangement for them, as the Railway and Canal Traffic Act, 1888, supplies the regulations by which they shall be worked. Then, as to siding accommodation, we don't need such as long as we keep them working. But the fact is we have ample accommodation for the number ordered should we need it. Now the company say they are agreeable to work our trucks on conditions that from the date we commence to use our own we shall not ask them to provide any of theirs; or, in other words, if we provide any we must provide all we require. We would require over 100 trucks for our business, and because we provide one-third of this number to supplement the railway stock, they say if you are going to work your own wagons you must supply sufficient for your trade, as we refuse to give you any of ours. They won't provide themselves or allow anyone else to supply them: this is the present position. Our steamers are detained and our trucks idle, and we wont be allowed to load them when the company fail to supply theirs.

We take exception to the company's refusal to supply us with trucks for Class "A" traffic when they supply them to all other traders; their action we consider unreasonable and illegal. We placed the facts before the Board of Trade, but that Board says they have no power to deal with the legal point we raise. We, therefore, have no option but to appeal to the Railway Commission to decide the point between us, and this we shall do at the earliest opportunity.

Your obedient servants,

For Murphy Bros., Ltd.,

(Signed) MICHAEL MURPHY,
Managing Director.

APPENDIX No. 26.

STATEMENT on the subject of the PARSONSTOWN AND PORTUMNA RAILWAY furnished by the Public Works Loan Commissioners, England, as supplementary to the evidence of Mr. R. PHILPOT, their Secretary, in London, on the 8th November, 1907.

The primary and only statutory duty of the Loan Commissioners in connection with loans which they have made is to get their money back. Not only have they no legal power to make a present of their security, but it would be inconsistent with their public duty to do so. In all their dealings with the Parsonstown Railway the Commissioners were actuated by this consideration. To have accepted the proposal of the Great Southern and Western Railway Company to take the line as a gift would have meant to sacrifice not only their own claim (amounting at that time, with arrears of interest, to about £18,000), but those of other creditors. Moreover, whether rightly or wrongly, the Commissioners fully believed that the Great Southern Company had deliberately starved the line with a view of obtaining it for much below its value. Assuming the company to have lost £20,000 on the ten years working (which is probably considerably over the mark), it would make with the £13,000 subscribed for capital, the total outlay of the company, £33,000, for which sum, if their offer to the Loan Commissioners had been accepted, they would have acquired a line which cost over £80,000 to construct. The opinion of the Commissioners as to the mode in which the line was worked and its possibilities was founded upon reports by three engineers of standing, and the statements of residents in the neighbourhood.

During the time they were in possession the Commissioners made every possible effort to secure the line being opened and worked for the advantage of

the public, which they were advised might be done independently of the Great Southern Company, and they believe that but for the acute political situation which prevailed just at that time, and the consequent disturbed state of the country in general, and this district in particular, they would have succeeded. In withdrawing from possession in 1883, they, it need be hardly said, did not for a moment foresee the spoliation of the line which subsequently took place, and thought they would have been able at any moment to resume possession under their statutory powers with a view to carrying out any arrangements which might have been come to for re-opening the line.

In connection with the questions (34062 to 34067) put by Colonel Hutcheson Poë as to whether the Loan Commissioners had any and what control over the application of their loans when advanced, it should be explained that, although the Commissioners have no engineering expert on their staff qualified to supervise this, they invariably take such measures as are open to them and prescribed by their Acts of Parliament to ensure the proper application of their loans. In the present case the Commissioners satisfied themselves that a contract had been entered into for the completion of the works by a substantial contractor; they stipulated that their loan should be advanced in two equal instalments, the advance of the second to be subject to the production of evidence of the expenditure both of the first instalment, and of a like sum to be raised by the company, and in connection with each instalment they took (in addition to covenants in the mortgage) a personal bond from the Marquis of Clanricarde, the Chairman of the Parsonstown Company, for the entire completion of the undertaking, and the production of evidence of the application of the money towards such completion.

Public Works Loan Board,
Old Jewry, London, E.C.,
25*th November*, 1907.

APPENDIX No. 27.

STATEMENT transmitted by Mr. T. O'CONNOR, Secretary and General Manager, Cork and Muskerry Railway, in connection with the evidence as to a grant for improvement of the line, given by Sir George St. John Colthurst, Bart., D.L., Vice-Chairman of the Company, on the 15th November, 1907.

CORK AND MUSKERRY RAILWAY,

General Manager's Office,

Cork, 24*th February*, 1908.

DEAR SIR,—With reference to the evidence given by Sir George Colthurst, Bart., before the Viceregal Commission on Irish Railways on the 15th November last, the following may be of interest to your Commission and which, to my mind, is an additional argument in favour of a Treasury grant to this company to effect the very necessary improvements narrated by Sir George Colthurst.

Starting with the year 1899 (this being the first year the entire line was open for traffic), the Treasury guaranteed two-fifths of the Interest on Guaranteed Capital, which for this year would be £1,495 and for the following 18 years up to and ending 31st December last, at rate of £1,500 per annum, ... £27,000

Total, . . . £28,495

The amount the Treasury has been called on to pay is, ... £19,628

Balance in favour of Company, £8,867

As there are very few, if any, of the guaranteed Light Railways, built under the Act of 1883, contributed any portion of the guarantee, I think this Company should get credit for the above, and I feel certain if the improvements suggested by Sir George Colthurst were carried out this Company would, in a very short time, pay the entire guarantee.

Yours faithfully,

(Signed), T. O'CONNOR.

Geo. E. Shanahan, Esq.,
13, Stephen's-green, North,
Dublin.

APPENDIX No. 28.

CORRESPONDENCE between the Secretary, Irish Cattle Traders' and Stockowners' Association, and the Commission as to transit complaints, etc., regarding Irish Railways.

I.

IRISH CATTLE TRADERS AND STOCKOWNERS' ASSOCIATION,

Offices—City Arms Hotel,
Prussia-street,
Dublin, 16*th November*, 1907.

DEAR SIR,—I enclose you newspaper cutting of letter received from Mr. P. A. Durkin which my committee thinks should be brought under the notice of the Commission. I may add that since the evidence from this Association was given many further complaints regarding railways have been received. A list of these can be compiled if you think that same could be received as evidence.

Yours faithfully,

(Signed), LORCAN G. SHERLOCK,
Secretary.

George E. Shanahan,
Secretary, Railway Commission,
13, Stephen's-green, North.

Newspaper cutting referred to in Mr. L. G. Sherlock's letter of 16th November, 1907.

"*Transit Complaints.*"

The Secretary was directed to bring the following letter under the notice of the Railway Commission, and to ask that further evidence dealing with complaints should be received:—

LIVERPOOL, *October 21st*, 1907.

SIR,—As the Railway Commission is still sitting it may not be out of place to bring to their notice the practice now in existence on the several Irish railways. From inland towns any less number of pigs than 20 is charged through as 20. I enclose a freight note to illustrate. Ten pigs cost 8*s.* 2*d.* per head from Castlerea. This has occurred *via* Dundalk as well as *via* Dublin. On the last occasion the C.D.S.Co. met me in the matter entirely out of their own pocket, as the Irish railways refuse to budge an inch. The Dundalk Company, however, declined to do anything, and threatened to stop my pigs when I wanted the matter left over for negotiation. There always has been in my experience a wagon rate, half wagon, and head rate, but here they assume the power to charge two pigs as twenty.

Yous truly,

(Signed), P. A. DURKIN.

A complaint from Mr. Webb, Ballyhaunis, was also dealt with, and the Secretary instructed.

The meeting adjourned.—*Communicated.*

II.

VICEREGAL COMMISSION ON IRISH RAILWAYS,
13, St. Stephen's-green, North,
Dublin,
20th November, 1907.

2496-07.

SIR,—In reply to your letter of the 16th instant, transmitting newspaper cutting containing a communication from Mr. P. A. Durkin, and suggesting that evidence on behalf of your Association as to further complaints regarding railways should be received by the Commission, I am directed to inform you that the list of witnesses was closed some time ago, and the final sittings, at which general evidence from the public will be taken, will be held in Dublin in January. The Commission will be glad to print the enclosure to your letter under reply in the Appendix to their next Report, and if you will be good enough to submit a list of further complaints a similar course will be adopted in connection therewith.

I am to add that if your Association are of opinion that the further particulars which you propose to furnish are of such importance as to require the personal testimony of a representative, the Commission will be glad to consider whether facilities can be given at their next sittings if, and when, a statement of the proposed additional evidence has been forwarded for their information.

I am, Sir,

Your obedient servant,

(Signed), GEO. E. SHANAHAN,
Secretary.

Lorcan G. Sherlock, Esq.,
Secretary,
Irish Cattle Traders and Stockowners' Association,
Summerhill, Dublin.

III.

IRISH CATTLE TRADERS AND STOCKOWNERS' ASSOCIATION,

Offices—City Arms Hotel,
Prussia-street,
Dublin, *26th March*, 1908.

SIR,—Referring to yours of the 25th instant, I have to say that I have not received any further instructions from my Committee as to forwarding particulars of complaints received since evidence was heard from this Association.

I am, Sir,

Your obedient servant,

(Signed), LORCAN G. SHERLOCK.
Secretary.

Geo. E. Shanahan, Esq.,
13, St. Stephen's-green, Nth.

APPENDIX No. 29.

EXPLANATORY STATEMENT transmitted by the BOARD OF WORKS as to certain matters in connection with the TRALEE AND DINGLE LIGHT RAILWAY affecting that Department, referred to by Mr. THOMAS O'DONNELL, B.L., M.P. (Chairman of the Committee of Management), during his examination on the 6th June, 1907.

15140—'07:

OFFICE OF PUBLIC WORKS,
DUBLIN, *24th January*, 1908.

SIR,

I am directed by the Commissioners of Public Works to refer to your letter of the 16th ultimo, forwarding copy of evidence given by Mr. Thomas O'Donnell, M.P., before the Vice-Regal Commission, and inviting the Board's observations on the statements made therein, regarding the estimate made by them of the capital required in the case of the Tralee and Dingle Railway.

In reply, I am directed to inform you that the Board had two functions under the Act of 1883, (1) in accordance with the requirements of the earlier Tramways Acts, incorporated with the Act of 1883, to hold an inquiry and make a report extending only to the merits of the undertaking in an engineering point of view, and any modification of the same in that respect which might advantageously be made. For the purposes of this inquiry the Board employed outside engineers, engaged for the time, who were the most experienced railway engineers they could obtain. The Tramways (Ireland) Amendment Act, 24 & 25 Vic., cap. 102, expressly excluded from this inquiry and this report the financial arrangements made or proposed by the promoters, and the sufficiency of the estimate for the works, which, under the Tramways (Ireland) Act, 23 & 24 Vic., cap. 152, had been included in their scope. In the present case the inquiry was held in 1884, and the report made on the engineering merits, etc., of the line was furnished to the promoters, and had to be submitted to the Grand Jury before a presentment could be obtained.

(2.) When the presentment had been obtained and an application was made for the Order in Council, it was the duty of the Commissioners to furnish an

estimate to the Lord Lieutenant, with the amount of paid-up capital necessary for the purposes of the undertaking. The object of this report was that His Excellency, after hearing any representations by the promoters, might fix a limit upon the amount of capital upon which dividends might be guaranteed by the Grand Juries. For the purposes of this report, the promoting company supplied information as to the quantities and nature of the work, whether rock or clay, etc. The accuracy of the quantities and the nature of the ground were checked by the engineer employed by the Board, from the plans and sections and descriptions furnished by the promoters. The quantities so arrived at were priced at what were considered to be proper figures, and upon these the estimate was based. It would appear that the object of Parliament in requiring an estimate to be furnished to the Lord Lieutenant was to avoid the danger, not, as assumed by Mr. O'Donnell in his evidence, of too small an expenditure being authorised, but of too large an amount of guaranteed capital being authorised in the Order in Council, the excess of which would inure to the benefit of the promoters. It was naturally not the interest of the latter, especially where, as in this case, they were also practically the contractors of the line, to underestimate the quantities and the difficulties of the work.

I am to add that the Allport Commission on Public Works in 1887 considered that the Board's functions under these Acts were insufficient, and thereby were enlarged under the Railways Act of 1889, as explained by Mr. Commissioner Stevenson in his evidence on the 13th October, 1906 (Question No. 428).

I am, Sir,

Your obedient servant,

(Signed) H. WILLIAMS,

Secretary.

The Secretary,

Vice-Regal Commission on Irish Railways,

Dublin.

APPENDIX No. 30.

EXPLANATORY STATEMENT transmitted by the BOARD OF WORKS as to certain matters in connection with the SCHULL AND SKIBBEREEN LIGHT RAILWAY affecting that Department, referred to by Messrs. EDWARD ROYCROFT, J.P., and RICHARD EVANS, C.E. (Chairman and Engineer respectively of the Railway), during their examination on the 12th November, 1907.

14872—'07:

OFFICE OF PUBLIC WORKS,

DUBLIN, *2nd January*, 1908.

SIR,

I am directed by the Commissioners of Public Works to refer to your letter of the 10th ultimo, inviting their observations on certain points in the evidence given by Messrs. Edward Roycroft, J.P., and Richard Evans, C.E., Chairman and Engineer, respectively, of the Schull and Skibbereen Light Railway, and I am to state as follows for the information of the Vice-Regal Commission on Irish Railways:—

Questions 25807 *and* 35808 *and* 35983.—It is stated that no supervision was exercised by the Board of Works during the construction of the line. This is quite true. The railway was built under the Tramways Act of 1883, and the Board had no power to exercise supervision over the works. Their functions were confined to reporting on the feasibility of the scheme from an engineering point of view as a preliminary to its being brought before the Grand Jury for their guarantee and before the Privy Council for the necessary Order in Council; and on the estimated amount of paid-up capital necessary for the purposes of the undertaking, for the information of the Lord Lieutenant. The Board's powers under the Act were explained to the Commission by Mr. Commissioner Stevenson in his evidence on the 13th October, 1906, and in the Board's Annual Report for 1893-'94 handed in by him.

Questions 35835-41.—It is stated that representations were made to the Board regarding the unsatisfactory working of the line; that the Board sent down their engineer in 1905; that no reply had been sent by the Board subsequent to his report; that they had acknowledged the letter sent by the Committee of Management; and that it seemed a case where the Board should have made some representations regarding the working. The facts are as follows:—

The Committee applied to the Irish Government in 1906 for a grant of £10,000 for the improvement of the line. His Excellency asked the Board for a report on the subject. The Board's engineer was directed to inspect the railway, and a report based on his was sent to the Under-Secretary on 2nd August, 1906. A printed statement of their case, addressed to the Chief Secretary, was issued by the Committee on 9th August, 1906, and a copy was sent to the Board by them without any covering letter. It was received on 20th August, 1906. No communication other than this regarding the working appears to have been received from them.

As regards the Board making representations as to the working, it may be interesting to state that in connection with the investigation of the accounts of this railway, the Board, after much correspondence with the Committee, succeeded in inducing them to adopt the following improvements:—(1) A third train per day in 1901; (2) re-casting of the time-table so as to make connections with the Cork and Bandon trains in 1901; (3) arranging of through rates with Cork and Bandon stations in 1904; (4) the adoption, in 1900, of a new and improved classification of goods rates instead of the old and obsolete one in use. The Board have information showing that increased passenger and goods receipts resulted from the changes.

Questions 35880-83 *and* 39513. It is implied that the Board of Works is responsible for the design and construction of the line. The Board were not responsible for the design, as the plans were not prepared by them, but by the promoters. The statutory limit of their functions regarding construction has already been referred to. The Allport Commission referred to this matter of Government supervision over works constructed by State aid. They regarded its absence as one of the defects of the Act of 1883, and recommended (page 38) that it should be adopted on behalf of the Government and the district to ensure that the approved designs were thoroughly and efficiently carried out. Provision was made for it in the Act of 1889, and subsequent Acts.

Question No. 35992.—The question of making a grant of £10,000 is a matter for the Irish Government.

I am, Sir,

Your obedient servant,

(Signed) H. WILLIAMS,

Secretary.

The Secretary,

Vice-Regal Commission on Irish Railways,

Dublin.

APPENDIX No. 31.

STATEMENT as to exorbitant charges on goods and breakages of Eggs (sent to the English Markets) by the Railway Companies, transmitted on 12th December, 1907, by Mr. W. D. POWER, Secretary, Rathkeale Co-operative Poultry Society (Limited).

Poultry—There appears to be only through rates to only comparatively few centres in England and Wales, the result being that provincial centres are debarred from doing business outside those places to which through rates apply. Even at through rates, the rates are so high that Societies cannot trade without loss, as may be seen from the following few examples:—

1. On 31st October, 1906, a case of dead poultry containing 5 turkeys, 18 fowls, 2 ducks, 6 rabbits, in all 31 items, was sent from Rathkeale to London. Gross weight, 1 cwt. 1 qr. Dead poultry rate, 110*s.* per ton—5*s.* 6*d.* per cwt. Charge collected from consignee at London, 10*s.* 7*d.*, which works out at 8*s.* 6*d.* per cwt., or £8 10*s.* per ton, or 4*d.* per fowl.

2. Railway companies send round their agents offering the use of hampers to convey dead poultry, and on collecting carriage also collect hire for these hampers, together with having sender to pay carriage.

On 14th November, 1906, a case of mixed poultry and game was sent from Rathkeale to Birmingham —44 birds—gross weight, 2 cwts. 1 qr., actual weight of birds, exclusive of basket, 1 cwt. 3 qrs. 2 lbs. Tabulated rate to Birmingham, £5 per ton. Charge made and collected from consignee, 19*s.* 7*d.*, or £8 16*s.* per ton, or on actual weight of goods, £10 1*s.* per ton. On the railway being sued they refunded 8*s.* Several cases as above can be given.

3. On 18th December, sent one basket, containing 14 turkeys, weighing 137 lbs., or 11½ lbs. each. Gross weight, basket and poultry, 1 cwt. 2 qrs. To London, £5 10*s.* per ton, with hire of hamper. Rate charged, and paid by sender, 9*s.* 6*d.*, which would be £8 per ton on the contents of basket, or 8½*d.* per bird.

We invariably find that fowls weighing from 2 lbs. to 4 lbs. cost 3½*d.* or 3½*d.* to deliver from here to even those few English markets to which, what is termed through rates, extend. Examples 1 and 2 are by no means exceptional, but they are such that the senders do not either detect, or if so, being paid by consignee and deducted from their accounts, they have no remedy but silence; hence numbers of such occur. And in example 3, which is a transaction where the sender paid at his end (consequently securing the lowest possible rate), it can be seen it is exorbitant and cripples the Irish producer from competing with Continental producers, for it is said that the rate for poultry from New Zealand or Canada is something like 30*s.* per ton. A turkey same weight as mentioned above would only cost for carriage 2*d.* whereas the cost would be 8½*d.* from here to London.

Eggs.

The complaints we continually receive from consignees in English markets are deplorable in reference to the breakages. To counteract, some merchants advise to send all eggs at ordinary or company's risk, but even in that way the well-disposed merchants towards Irish eggs have to discontinue purchases. For they say that even after a long wait and correspondence they are paid only for the number in each case broken, but the number soiled by those broken is much more, and they have to suffer loss. Eggs are delivered in London and other English markets from the Continental markets at about three pence per hundred, while from here it costs nine or ten pence per hundred, and statistics show that from the interior of Russia the rate per ton for eggs is £2 10*s.*, while from here it is £3 10*s.* per ton.

Perhaps you may have an opportunity of glancing over this and possibly throwing some light on the matter.

I could give numerous other cases, but I think one of each class sufficient to show the evidence.

* * * * * * * * * *

The Manager of the Great Southern and Western Railway having been communicated with by the Vice-regal Commission as to the above, furnished the following explanation on the 30th January, 1908:—

EXTRACT FROM LETTER DATED 30TH JANUARY, 1908, FROM THE TRAFFIC MANAGER OF THE GREAT SOUTHERN AND WESTERN RAILWAY.

"In regard to the first paragraph of the statement, we have exceptional rates in operation with all centres for which traffic offers, and any request for the arrangement of special rates has had our prompt attention. For example, during the past year exceptional rates were arranged for poultry between Rathkeale and the following stations, viz., Blackpool, Blackroad, Northampton, Preston, and Southport at the instance of the Rathkeale Co-operative Poultry Society, Ltd."

"As to the consignment of the 31st October, which was forwarded by passenger train, we entered out the correct charge, viz., 6*s.* 11*d.*, and the London and North Western Company stated that amount only was collected from consignee, and not 10*s.* 7*d.* as mentioned by Mr. Power. We were served by a Civil Bill by complainant for recovery of the alleged overcharge, and on taking up again with the London and North Western Company they asked us to pay the amount and settle the matter out of Court, which we did, and they would go into the matter again. That company consequently assured us that the correct charges were collected from consignee, and at the present moment we are endeavouring on behalf of that company to recover from sender the money paid out in error. You will see therefore that this company is in no way to blame in the matter."

"With regard to the consignment of 14th November, I find we also entered out this correctly, and according to sender's communication to this company dated 26th November, 1906, 12*s.* 5*d.* only was collected from consignee. I find that on the 17th November, 1906, however, a similar consignment was forwarded from this Society to same consignee, which is probably the one referred to, and in this case also we entered out the correct charge, viz., 5*s.* per cwt., but the way-bill appears to have got lost in transit, and the traffic having been received by the London and North Western Company unentered they collected an assumed charge, which was subsequently refunded to complainant when the matter was brought under notice. It is not correct to state that they had to sue for recovery of the amount. Here again this company was in no way to blame."

"In regard to the consignment said forwarded on December 18th. We are unable to trace any entry on this date to correspond with the particulars given."

"As regards the supply of hampers to senders of fowl traffic. This company does not provide hampers, but they are supplied by some of the English companies, who make a charge for same, and which is collected in addition to the freight."

"Regarding the breakage of eggs in transit. This is a subject that has had a great deal of attention from the officials of this company, and every effort is made to minimise the risk of damage in transit. I may add that there is to be a Conference of railway managers in London next month to discuss this subject generally."

"I am personally of opinion that a large amount of the breakages of eggs complained of, and for which the carriers have to pay, is due to imperfect packing on the part of the senders, and since the latter adopted the practice of forwarding this traffic in non-returnable cases, the same regard is apparently not paid to the quality of the boxes used or the class of timber with which they are constructed, and they

appear to be satisfied if the packages reach the railway companies in good condition, without any consideration for the many transhipments they have to undergo in the ordinary course of transit to cross-Channel stations, and which entail a good deal of handling and require that the boxes should be of a substantial make."

"As to the point raised that the companies do not pay for soiled eggs as they do in the case of broken eggs, I may say that we seldom get claims for soiled eggs, and it is generally recognised that the amount realised for salvage on the broken eggs covers any expense incurred in washing the soiled eggs."

. . . . . .

The Commission communicated the above to Mr. Power, who replied as under on the 14th February, 1908:—

RATHKEALE CO-OPERATIVE POULTRY SOCIETY, LTD.,

The Square,

Rathkeale, 14*th February*, 1908.

DEAR SIR,—In reply to yours of 31st January I beg to say that I do not see any matter in the statement of the Manager of the G. S. & W. Rly. Co. to change any of the original statements I sent you, but if any it is to strengthen mine. The few items referred to by the railway have been furnished with several others to the railway company on January 2nd, 1907, and a Civil Bill had to be issued after the railway company used all possible means by a flood of able correspondence to get out of their liability and ultimately had to refund us the money. Having these two small matters so long under consideration it is strange they were not detected earlier. I am quite certain the overcharge has been made on these, but the fact of these overcharges being made is of frequent occurrence, and from the able manner the officials of railways meet such claims by refusals, most people, rather than try to recover their rights, allow the matter to fall through. I may say that the same applies to claims for breakages of eggs, even though sent at company's or ordinary risk. As for protection we must send all our eggs at company's risk as we have no satisfaction at all if sent at owner's risk.

—In the general complaints I have made I think it only fair to say that the G. S. & W. Rly. is not meant, as our experience is that that company is very free from breakages and appear to us to be careful of the eggs while in their charge. The cross-Channel railways are the chief objects of our complaints.

With reference to first paragraph *re* special rate, that is so, and in many instances the difference between owner's risk and ordinary or company's risk is so great that there is practically no special rate. As above we cannot use the owner's risk rate.

Yours truly,

(Signed), W. D. POWER,

Secretary.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways.

APPENDIX No. 32.

RESOLUTION adopted by the Queenstown Urban District Council on the 4th October, 1907.

(COPIES OF CORRESPONDENCE).

I.

DUBLIN CASTLE,

14th October, 1907.

22837.

SIR,—I am directed by the Lord Lieutenant to transmit to you the enclosed copy of a letter received from the Town Clerk of Queenstown on the subject of the suggested purchase of Irish Railways by the State.

I am, Sir,

Your obedient servant,

(Signed) J. B. DOUGHERTY.

The Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's-green, North,
Dublin.

(*Enclosure*).

QUEENSTOWN URBAN DISTRICT COUNCIL,

TOWN HALL, QUEENSTOWN,

October 9th, 1907.

SIR,—I am directed to inform you that at a meeting of the Queenstown Urban District Council held on the 4th instant, a resolution was passed unanimously in favour of the purchase of Irish Railways by His Majesty's Government.

I am, Sir,

Yours respectfully,

(Signed) JAMES H. CAMPBELL,
Town Clerk.

The Right Hon. Augustine Birrell, K.C.,
Chief Secretary for Ireland,
Dublin.

VICEREGAL COMMISSION ON IRISH RAILWAYS,

13, ST. STEPHEN'S-GREEN, NORTH, DUBLIN,

19th October, 1907.

2156-07.

SIR,—Referring to your letter of the 9th instant, addressed to the Chief Secretary, I am directed to request that you will be good enough to furnish, for the information of the Viceregal Commission, the terms of the Resolution, in favour of the State purchase of Irish Railways, adopted by the Urban District Council on the 4th *idem*.

I am, Sir,

Your obedient servant,

(Signed) GEO. E. SHANAHAN,
Secretary.

J. H. Campbell, Esq., J.P.,
Town Clerk,
Queenstown.

QUEENSTOWN URBAN DISTRICT COUNCIL,

TOWN HALL, QUEENSTOWN,

October 30th, 1907.

SIR,—Referring to your letter (No. 2156) of the 19th inst., asking for a copy of the resolution passed by my Council in favour of the State purchase of Irish Railways, I beg to inform you that there was no written resolution handed in at the meeting of the Council held on the 4th instant, when the matter was dealt with. A member of the Council moved—"That we pass a resolution in favour of the State purchasing all the Irish Railways, and that the Chief Secretary for Ireland be informed of this by the Town Clerk." This resolution was duly seconded and declared passed unanimously.

Faithfully yours,

(Signed) JAMES H. CAMPBELL,
Town Clerk.

The Secretary,
Viceregal Commission on Irish Railways,
Dublin.

II.

RESOLUTION passed by the Newry Urban District Council on the 14th October, 1907.

Mr. FELIX O'HAGAN, Jnr., *moved*;
Mr. ROBERT LONG, *seconded*:

"That this Council desires to express its strong disapproval of the existing rates charged by the railway company; showing another strong reason for the purchase of the railways by the State."

III.

LETTER from the Secretary of the Limerick Industrial Association, forwarding copy of a Resolution unanimously adopted by the All Ireland Industrial Conference, at Limerick, on the 28th November, 1907.

LIMERICK INDUSTRIAL ASSOCIATION,

Limerick, *30th November*, 1907.

George E. Shanahan, Esq.,
13 St. Stephen's Green, Dublin.

DEAR SIR,—I enclose you a copy of resolution unanimously adopted on Thursday at the All Ireland Industrial Conference. I would wish to emphasise the fact that the Conference was probably the most representative gathering of Irishmen which has ever been brought together to discuss the industrial, economic, and commercial development of the country. I am quite sure that this unanimous expression of opinion will receive consideration from the members of the Commission.

I am, dear Sir,

Yours very faithfully,

(Signed) P. O'BRIEN,
Secretary.

Copy of Resolution re *Railways.*

"That as a necessary condition for the industrial development of Ireland, this Conference is of opinion that the Irish railways should be unified without delay, either by purchase or other equitable means; if needful the purchase powers in the Acts establishing them being put in force; and that their future administration shall be under the control of a fully representative Irish authority."

DUBLIN: Printed for His Majesty's Stationery Office,
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VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

FOURTH REPORT

OF

THE COMMISSIONERS.

Presented to Parliament by Command of His Majesty

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1908.

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VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

WARRANT APPOINTING THE COMMISSION.

DUBLIN CASTLE,
July 19, 1906.

The Lord Lieutenant has been pleased to issue a Commission to the following effect:—

BY THE LORD LIEUTENANT GENERAL AND GENERAL GOVERNOR OF IRELAND.

ABERDEEN.

WHEREAS it is deemed expedient that a Commission should issue to inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient, and harmonious working of the Irish Railways can be best secured:

Now We, John Campbell, Earl of Aberdeen, Lord Lieutenant General and General Governor of Ireland, do hereby nominate, constitute, and appoint you, Sir Charles Scotter, Chairman of the London and South-Western Railway (Chairman); the Right Honourable William James Pirrie, Chairman of Harland and Wolff, Limited, Shipbuilders and Engineers; Sir Herbert Jekyll, Knight Commander of the Most Distinguished Order of St. Michael and St. George, an Assistant Secretary of the Board of Trade; Lieutenant-Colonel William Hutcheson Poë, Companion of the Most Honourable Order of the Bath; Thomas Sexton, Esquire; William Mitchell Acworth, Esquire; and John Audley Frederick Aspinall, Esquire, General Manager of the Lancashire and Yorkshire Railway, to be Commissioners for the purpose aforesaid.

And for the better effecting the purpose of this Our Commission, We do by these presents authorise and empower you, or any two or more of you to be named by you, to call before you or any two or more of you, to be so named, such persons as you may think fit to examine, and by whom you may be the better informed of the matter hereby submitted for your consideration and everything connected therewith, and generally to inquire of and concerning the premises by all other lawful ways and means whatsoever. And also to call for and examine such books, papers, documents, writings, or records, as you or any two or more of you as aforesaid shall think useful for the purpose of the inquiry.

And We also by these presents authorise and empower you, or any two or more of you as aforesaid, to visit and personally inspect such places as you, or any two or more of you, may deem expedient for the purpose aforesaid. And Our pleasure is that you, or any two or more of you as aforesaid, do from time to time and with all convenient speed report to Us what you shall find touching and concerning the premises.

And We further by these presents ordain that this Our Commission shall continue in full force and virtue, and that you, Our Commissioners, do from time to time proceed in the execution thereof, although the same not be continued from time to time by adjournment.

And We do hereby appoint George E. Shanahan, Esquire, the Assistant Secretary to the Commissioners of Public Works in Ireland, to be the Secretary of this Our Commission.

Given at His Majesty's Castle at Dublin, this 18th day of July, 1906.

By His Excellency's Command.

J. B. DOUGHERTY.

VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

FOURTH REPORT.

MAY IT PLEASE YOUR EXCELLENCY,

We, the Commissioners appointed by Your Excellency, on 18th July, 1906,

> "To inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately, or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the island, and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient, and harmonious working of the Irish Railways can be best secured."

Availing ourselves of Your Excellency's permission to report our proceedings from time to time, consider it desirable to submit to Your Excellency, as an Appendix to this Fourth Report, minutes of the evidence taken in Dublin and in London from the 10th January to the 14th March last, inclusive; and statements and returns that have been furnished to us in connection therewith, together with certain tables, and an index.

We think the immediate publication of these documents is desirable.

And we further propose to submit from time to time such additional minutes of evidence as may be found necessary and convenient for the purpose of the Inquiry.

All of which we humbly submit for Your Excellency's most gracious consideration.

CHAS. SCOTTER, *Chairman.*
PIRRIE.
HERBERT JEKYLL.
W. HUTCHESON POË.
THOMAS SEXTON.
W. M. ACWORTH.
JOHN A. F. ASPINALL.

GEO. E. SHANAHAN,
Secretary.

DUBLIN. Dated this 4th day of July, 1908.

VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

APPENDIX

TO THE

FOURTH REPORT

MINUTES OF EVIDENCE

(Taken in Dublin and in London, 10th January to 14th March, 1908, inclusive),

AND

DOCUMENTS RELATING THERETO.

Presented to Parliament by Command of His Majesty.

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VICE-REGAL COMMISSION ON IRISH RAILWAYS.

LIST OF MEMBERS OF THE COMMISSION.

Sir Charles Scotter, Bart. (Chairman).

The Right Hon. Lord Pirrie, P.C.

Sir Herbert Jekyll, K.C.M.G.

Colonel W. Hutcheson Poë, C.B.

Thomas Sexton, Esq.

William Mitchell Acworth, Esq.

John Audley Frederick Aspinall, Esq.

Secretary—

George Edmund Shanahan, Esq.

TERMS OF REFERENCE.

"To inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the Island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient and harmonious working of the Irish Railways can be best secured."

A.

VICE-REGAL COMMISSION ON IRISH RAILWAYS.

DRAFT HEADS OF EVIDENCE FOR TRADERS, INDUSTRIAL ASSOCIATIONS, COMMERCIAL AND PUBLIC BODIES, &c., ISSUED BY THE COMMISSION IN OCTOBER, 1906.

I.—BROAD GAUGE RAILWAYS.

1. The trade or industry represented.

2. The districts affected and the railways, and the other means of transit concerned.

3. Nature of complaints as to existing facilities:—

(*a.*) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(*b.*) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(*c.*) Passenger fares, ordinary, special, and excursion; whether reasonable or excessive.

(*d.*) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(*e.*) Train service—(1) Passenger; locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2) Goods and cattle: whether the service is sufficient and suitable and worked with reasonable expedition.

(*f.*) Combined services, *e.g.*, train and car, train and steamer: whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(*g.*) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(*h.*) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish railways: whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respects has it adversely affected the development of the resources of the country, agricultural and industrial, and to what extent has it retarded the expansion of traffic upon the Irish lines.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of the country:—

(*a.*) By way of reduced rates and fares, and the payment of a subsidy to the Companies for a period.

(*b.*) By increasing the number of trains in such districts as at present suffer from an insufficient service, and the recoupment to the Companies concerned of the whole, or a portion, of the extra cost.

(*c.*) By the establishment of goods and passenger motor services in districts at present without railway communication, to be worked in conjunction with the Irish Railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(*d.*) By the voluntary or compulsory amalgamation of the Irish railways, and the formation of two or three important systems.

(*e.*) By the nationalisation of all the Irish railways, by way of State purchase or otherwise.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1899 (62 and 63 Vic., cap. 50) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country.

B.

II.—LIGHT RAILWAYS.

1. The trade or industry represented.

2. The districts affected and the railways, and the other means of transit concerned.

3. Nature of complaints as to existing transit facilities:—

(*a.*) Local goods, mineral, and live stock rates, and their effect, generally, on trade and the development of industries;

(*b.*) Through rates for goods and live stock, and their effect, generally, on trade and agriculture in Ireland.

(*c.*) Passenger fares, ordinary, special, and excursion; whether reasonable or excessive.

(*d.*) Whether reductions in the existing rates and fares would be likely to produce eventually a remunerative growth of traffic.

(*e.*) Train service—(1) Passenger; locally on the lines serving the district, and through trains connecting with the systems of other companies; whether the service is efficient in respect of speed; whether the accommodation is satisfactory; the number of trains sufficient for the traffic, and if the through connections are convenient and suitable. (2) Goods and cattle; whether the service is sufficient and suitable and worked with reasonable expedition.

(*f.*) Combined services, *e.g.*, train and car, train and steamer: whether such services have been worked in the district and with what results, or if not, whether services of this nature, if introduced, would be beneficial.

(*g.*) Canals and waterways: whether any existing waterway in the district is worked in conjunction with a railway system so as to give the full benefit of the double means of communication to the public, or whether, in effect, it is worked to the disadvantage of traders from a competitive point of view; if the latter, what quantity of agricultural and other produce and general goods (approximately) at present conveyed by rail could be advantageously carried by water.

(*h.*) Whether there is any evidence of undue preference in respect of rates or facilities.

4. The management of Irish Light Railways; whether this is regarded as satisfactory or otherwise; if unsatisfactory, in what respects has it adversely affected the development of the resources, agricultural and industrial, of the districts served by those lines, and to what extent has it retarded the expansion of traffic.

5. What suggestions are offered that would be conducive to better management and more effective service, with a view to the proper development of the resources of those districts, and having regard to the object for which the lines were constructed:—

(*a.*) By way of reduced rates and fares, and, in the case of non-guaranteed lines of the payment of a subsidy to the Companies for a period.

(*b.*) By increasing the number of trains in such districts as at present suffer from an insufficient service, and the recoupment to the Companies concerned of the whole, or a portion, of the extra cost.

(*c.*) By the establishment of goods and passenger motor services in districts adjacent to, but not directly served by, these lines, to be worked in conjunction with the light railways, subject to satisfactory arrangements as to the extra cost of maintenance of roads.

(*d.*) By amalgamation with other light railways, where possible.

6. Whether the right of appeal to the Board of Trade on certain questions, and the appeal to the Railway and Canal Commissioners as to excessive rates, and, generally, as to unsuitable or improper traffic conditions or arrangements at present open to traders is regarded as satisfactory.

7. Whether the powers given to the Department of Agriculture and Technical Instruction by Sections 17 and 30 of the Act of 1899 (62 and 63 Vic., cap. 50) have been to any extent beneficial to traders and others having complaints against the Irish Railway Companies—particularly as regards Section 17, which enables the Department to take steps for complaining on behalf of any person aggrieved by undue preference, unfair rates, or any matter which the Railway and Canal Commissioners have jurisdiction to determine.

8. Whether there is any other question that might be usefully considered in determining the causes that have retarded the expansion of traffic upon the Irish lines, and their full utilization for the development of the agricultural and industrial resources of the country.

VICE-REGAL COMMISSION ON IRISH RAILWAYS.

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Vice-Regal Commission on Irish Railways, including Light Railways.

MINUTES OF EVIDENCE.

SIXTY-THIRD PUBLIC SITTING.—FRIDAY, JANUARY 10TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART, Chairman; Colonel W. HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. PHILIP MACNULTY, Transit Inspector, Department of Agriculture, re-examined by the CHAIRMAN.

Jan. 10, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

38724. Mr. MacNulty, I think you want to make some slight correction in the evidence which you gave on the last occasion, in London?—Yes. At Question 33470 I gave a reply as to the weight of a package which is permitted to be conveyed by express train in Belgium. The weight is 150 kg. Subsequently, at Question 34479, Mr. Acworth put to me the question :—"Do you suggest that in Belgium I cannot send five tons by express rate."?—I confused his question, which related to consignment, with the weight of the package, and answered :—"Not by express train. 150 kg. is the maximum accepted for transit by express train." I wish to have this confusion between package and consignment put right. There is really no limit to the consignment that can be sent by express train in Belgium.

38725. A package must not be larger than 150 kg.? It must not be larger than 150 kg.

38726. When we separated on the last occasion you were answering some questions I put with reference to the calculation of freight charges?—Yes. We had got to the end of the German regulations.

38727. Will you tell us what you have got to say upon that?—Holland is the next country with which I deal. Do you wish me to take the different points in my statement of evidence as they come in the statement?

38728. Yes. You are now dealing with the calculation of freight charges in Holland?—Yes. Take first, express goods. All consignments of goods not specially excepted, and under 300 kg. in weight, unless it is expressly requested that they be carried as Fast or Slow Goods, and consignments over 300 kg., when so desired by sender, are forwarded by ordinary passenger trains. The rates for these goods include delivery (where organised) to consignee, within the boundaries of the district or parish in which the railway station is situated, or within a radius of three km. from the station to remote places. Collection of goods is not included in the rates except in a few specific places for consignments of 10 kg. and under The following are the rates:—Consignments of 10 kg. and under for any distance—up to 1 kg., 15 cents; from 1 to 3 kg., 20 cents; from 3 to 5 kg., 25 cents; from 5 to 10 kg., 30 cents. Consignments over 10 kg.:—First, 10 kg., 30 cents, as above; every additional 10 kg., as under——

38729. You may skip all the intermediate rates?—I will take the first, central, and last. 1 to 10 km., 4 cents; 51 to 100 kg., 9 cents; 201 to 250 kg. 22 cents; above 250 kg., 27 cents. Quick or Fast Goods. Quick goods consigned as parcel goods or wagon-load goods are charged double the freight of slow parcels or wagon-load goods. The minimum charge for Quick Parcel Goods is as for 50 kg., additional weights being reckoned per unit of 10 kg. The minimum charge is 30 cents, including cost of loading and unloading.

38730. *Mr. Sexton.*—How much would that be?—A cent is one-fifth of a penny.

38731. Would that be 6*d.*?—Yes, a little over 6*d.* Slow Goods—All consignments of less than 5,000 kg. are charged at ordinary parcel goods class rate, unless freight for 5,000 kg. according to the proper wagon-load class is cheaper, in which case the latter mode of charging is applied, with due observance of the conditions applicable thereto. Goods which are unsuitable, when in an unpacked condition, for loading with other goods, and goods which, on account of their dimensions, cannot be loaded through the door of an ordinary ten-ton closed goods wagon, are excluded from parcel goods class.

Dutch railways. Wagon load goods.

38732. *Chairman.*—Well now, I see that you have a note with reference to agricultural produce. You had better read it?—Certain specified goods, such as potatoes, grain, offal, flour, beans, draff, peas, agricultural harrows, barley, millet, grains, grass seed, oats, oatmeal, hemp, hemp-seed, chaff, cotton-seed meal, clover-seed, turnips, turnip-seed, feeding cakes of various kinds, agricultural implements, flax-seed, etc., are charged under an exceptional parcel goods class rate, if offered for transport in quantities of less than 5,000 kg., the minimum weight charged being 50 kg., and additional weights counted by units of 10 kg. The minimum charge is 0·20 fl., including cost of loading and unloading.

38733. Never mind. That is a very small thing. Just give us any observations you wish to make with reference to the wagon-load goods, and full wagon-loads?—The rates for wagon-load class A are applied to the carriage of all goods consigned with one way-bill in quantities of at least 5,000 kg., or paying for that weight, and not belonging to classes B or C, or *Exceptional* Tariff No. 2, according to the Goods Classification, or for which, in accordance with the following condition, no other mode of rating comes into account:—Goods which are unsuitable, when in an unpacked condition, for loading with other goods, and those which, on account of their dimensions cannot be loaded through the door of an ordinary ten-ton closed goods wagon are excluded from wagon-load class A.

38734. In other words, that is what they call a full wagon-load rate?—Full wagon load rate, in quantities of 5,000 kg., with certain exceptions. The rates of the wagon-load class B are applied to goods which, according to the classification belonging to that class, if they are consigned with one way-bill in quantities of at least 5,000 kg., or paying for that weight. There are certain conditions, then, with regard to the supply of wagons for this class of traffic.

Goods of exceptional dimensions.

38735. I think that is sufficient about that. Is there any special arrangement with regard to bulky goods?—Certain defined bulky goods, when carried either by quick or by slow transit are charged at double actual weight.

38735a. I think we need not refer to the empty packages.

38736. *Mr. Sexton.*—Unless it is more to the interest of the consignor to charge in another way?—Yes. That is for the minimum wagon-load. That is a rule of general application throughout the Continent, so that I think I need not refer to it every time.

38737. The option is allowed to the consignor?—Yes. He gets the advantage of paying for the higher tonnage if the charges come to less.

38738. *Chairman.*—Is there any remark you wish to make with reference to the empty packages?—I do not think there is anything calling for comment.

Jan. 10, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Dutch railways—*con.*

Minimum charge for exclusive use of a wagon.

38739. There is one point which I think you mentioned, where the consignor asks for the exclusive use of wagons?—For goods consigned in lots of less than 5,000 kg., for which the sender asks for the use of a separate wagon, irrespective of whether the wagon is sealed by him or not, freight is charged for 5,000 kg., according to the wagon-load class to which the goods belong.

38740. That is a general regulation, is not it?—Yes, for Holland.

38741. And other countries?—If the sender requires the exclusive use of the wagon he must pay for the full capacity of it.

38742. Like we do in this country, and in England, they make a charge for disinfecting wagons?—This is with regard to wagons which are used for manure and malodorous goods. I am not aware that there is a similar regulation in the United Kingdom.

Wagon disinfecting charge.

38743. I was thinking of cattle wagons?—This is goods. If the sender uses a wagon for certain exceptional traffic, and it has to be disinfected, he has to pay the company a fee.

38744. *Mr. Sexton.*—Of 1*s.*?—The regulation is fixed by the sanitary authorities, and the railway company cannot oblige senders to pay for disinfection in absence of such regulation.

38745. The charge is 1*s.* per wagon?—1*s.* per wagon.

Special rates for interior traffic:—

38746. *Chairman.*—In addition to the ordinary rates, did you find special rates in operation in Holland?—There are special rates for interior traffic, import traffic, and export traffic.

38747. Take the interior traffic—that is, of Holland itself?—On the Holland Railway and on the Dutch State and Central Railways, or on one or other of these systems, various goods, from March to the end of November in each year, in 10-ton lots, 5-ton lots, and less than 5-ton lots, are carried at special rates.

38748. Is that mainly agricultural produce?—Mainly agricultural commodities, and from March to the end of November.

38749. There are special lower rates in operation for that period?—Yes, for 10-ton lots, 5-ton lots, and less than 5-ton lots. All the year round they have a special rate for peat litter in 10-ton lots, grain and grain offal, feeding cake and potatoes, 10-ton lots, natural and artificial manures, 10-ton and 5-ton lots; beet root, clay, basic slag, hay, straw, etc., in 10-ton lots.

38750. Generally speaking, there are special rates for large quantities of the traffic mentioned, and, in addition, there are lower rates for particular months of the year, for agricultural produce?—And applying to quantities under 5 tons.

Coal traffic;

38751. Now, with reference to coal and coke—did you find that they have special low rates for train loads?—Coal and coke, 45-ton and 5-ton lots, and coal and coke in 200 and 300 train loads, are carried under yearly agreements.

38752. That is, coal from Westphalia?—Yes, it must be, of course.

38753. There is no coal produced in Holland?—No.

38754. I am aware of these arrangements, and I happen to know the man who makes them. That is quite correct. Are there any special arrangements with reference to the import traffic?—

Import traffic;

Import traffic of various kinds, mainly agricultural products, from March to end of November in each year, is carried in 10-ton quantities, 5 tons, and less than 5 tons.

38755. That is practically, then, different rates, 10, 5, and under 5?—Yes.

38756. And during these months a lower rate is in operation?—Yes. There are also rates for 10-ton and 5-ton lots of various goods, chiefly raw materials, and for some manufactured goods—10-ton and 5-ton lots, grain 10-ton lots, and earthenware 10 and 5-ton lots——

38757. The import traffic, I suppose, is traffic imported from England?—Not necessarily—over-sea.

38758. Quite so. That is what I say?—It might come from America.

and export traffic.

38759. It might come from France or America. All right. Now for export traffic?—There are rates for earthenware, 10-ton and 5-ton lots; jute, 10-ton lots; cotton seed oil, 10-ton lots; lard and fat, 10-ton lots; condensed milk, 10-ton lots; drapery, 5-ton and less than 5-ton lots; agricultural implements, 5-ton lots; paper, 5-ton lots; tobacco, 5-ton lots; flax, 5-ton lots; wool, 5-ton lots, and various goods, mainly agricultural commodities, exported from March till the end of November, are carried at special rates for 10-ton 5-ton, and less than 5-ton lots. Similarly, raw material and manufactured goods of various kinds in 10 and 5-ton lots.

38760. Of course, that is a general statement with reference to the system, but it would be of immense advantage if you could make any comparison between some of these rates and some of the Irish rates?—I have made use of some of them in the comparison that I prepared, and have in course of preparation.

38761. And you will be able to give us some comparisons?—Yes.

38762. Thank you. That will do. We need not refer to the emburserments or fees.

38763. *Mr. Sexton.*—Unit rates in other countries have been put into your earlier evidence?—Yes, in tabular form.

38764. *Chairman.*—Yes. Give us the unit rate on the Dutch railways?—On the former occasion I handed a copy to the official reporter. I will furnish a copy of the Dutch rates also.

38765. What is the next country you would like to deal with?—Denmark—the conditions as to freight charges for express goods——

38766. I know it is a difficult question for you to answer, but is it possible to point out the differences in Denmark without going into all the details? Do you think you could manage that? It seems to me that the conditions are somewhat similar to what they are in Holland?—I shall endeavour to do it, Sir Charles, but I should like to safeguard myself in this way—that if it is found afterwards that there is anything which anybody may consider of importance omitted from my answer it will not be put down to having been done deliberately. The charge for sending express goods in Denmark is that for quick goods, plus 50 per cent. But certain perishable goods are conveyed by express train and charged only as quick or fast goods, which is an intermediate service between express and slow. Quick or fast goods—that is, the intermediate service—are charged at a special rate for that class, which is based upon a scale given in my statement. May I read that scale?

38767. Yes?—Charge per 100 kg.:—Constant or station terminal, is 50 ore; conveyance for first 60 km., 2 ore per km.; for the next 60 km., 1·2 ore per km.; for the next 60 km., ·6 ore per km.; for each succeeding km. ·3 ore.

38768. What is the minimum charge?—50 ore.

38769. What is an ore?—50 ore would be not quite 7*d.*; about 6½*d.*

38770. Is there any basis of a rate for perishable goods?—So far as traffic conditions do not prevent it, certain defined perishable goods, such as fish and vegetables, butter, eggs, and beer, are conveyed by this intermediate service—quick or fast goods—at slow goods rates. Under certain conditions, they are conveyed at the fastest speed allowed by the time-table, but not by express train, for an added charge of 50 per cent. to the ordinary slow goods rate.

38771. That is, generally speaking, the same as in Holland—50 per cent. above the ordinary?—Above slow goods. That is for conveying traffic at express speed although not by express train. I do not know that the 50 per cent. applies to the same speed of transit

38772. *Mr. Sexton.*—In Holland they have a special scale?

38773. *Chairman.*—Yes; they have a separate scale?—And in Denmark there is a separate scale for express goods.

38774. Are there State railways in Denmark?—Yes, but not all. There are quite a number of privately-owned railways.

38775. *Mr. Sexton.*—Do they, in Denmark, distinguish the class of service at which a consignment is to be conveyed by the colour of the way-bill?—Yes.

38776. In all cases?—And in all countries. They have a different coloured way-bill for the mode of transit by which traffic is to be carried.

38777. So that simply by the colour of the way-bill the consignor directs the railway to the class of service?—As a rule, they are printed by the railways, and supplied to the public at a charge given in my statement of evidence.

38778. *Chairman.*—It is a very small charge?—Yes.

38779. In other words, they sell the consignment notes?—Yes.

38780. And in Ireland they give them away?—Give them away. That consignment note is used to serve the purpose of an invoice on the Continent.

38781. That forms the way-bill?—Yes.

38782. *Mr. Sexton.*—And also the receipt?—Also the receipt. The consignee's receipt is taken on it. Need I give the basis of the scale for Denmark?

38783. *Chairman.*—For what?—Slow goods.

38784. Yes, you may give the scale?—It takes the place of the tabular form which appears for other countries. Scale for quick or fast goods, per 100 kg.: Constant or station terminals, 15 ore; conveyance for first 60 km., 1 ore per km.; conveyance for the next 60 km., 0·6 ore per km.; conveyance for the next 60 km., 0·3 ore per km.; conveyance for each succeeding km., 0·15 ore.

38785. *Chairman.*—You may as well mention the minimum weight?—The minimum weight charged is 30 kg., and the lowest freight is 50 ore.

38786. That is to say, anything under 30 kg. is charged as 30 kg.?—Yes.

38787. You say something about stamps?—Those are stamped parcels; but in dealing with the maximum rate I gave evidence about that. The working rates are the same as the maximum. At paragraph 178 there is a reference to conveyance by fast train. The freight is calculated without regard to the nature of the goods at double the weight of ordinary wagon-loads and according to the slow wagon-load rate.

38788. In other words, whatever is put into the wagons, they charge for a full wagon?—Yes; and double the rate for conveyance by fast train. The minimum freight is 10 kroner for each wagon.

38789. *Mr. Sexton.*—11*s.*?—Yes.

38790. *Chairman.*—Then come to the basis for slow goods and slow parcel goods?—For slow parcel goods in consignments under 400 kg. in weight, or when that weight is not paid for, must be handed in with a white way-bill, and they are charged as rate No. 2, which is based on the following scale.

38791. Per what?—Per 100 kg. Constant or station terminals, 15 ore; conveyance for the first 60 km., 1 ore per km.; conveyance for the next 60 km., ·6 ore per km.; conveyance for the next 60 km., ·3 ore per km.; conveyance for each succeeding km., ·15 ore. For consignment over 400 km. they are charged at the rate No. 3, which is based on the following scale:—Constant or station terminal, 15 ore; conveyance for first 60 km., ·66 ore per km.; conveyance for next 60 km., ·4 ore per km.; conveyance for next 60 km., ·2 ore per km.; conveyance for each succeeding km., ·15 ore. When slow goods are handed in as wagon-load goods the freight is calculated separately for each wagon, according to the goods loaded in it, with a minimum of 7,500 kg. for a large wagon and 5,000 for a small wagon. The goods are charged according to the classification at rates No. 4, 5 or 6. A reduction of 10 per cent. is given in freight when at least 10,000 Kg. are sent in one wagon or freight is paid for that weight, the calculation being made by decreasing the original weight of the goods by 10 per cent. and then working out to a multiple of 100 kg. There are some regulations with regard to placing the wagons at consignee's disposal. They are not very important.

38792. Do not mention that. I should like if you would leave Denmark and go to Germany?—Yes. I will come back on it.

38793. We know that some inquiries have been made with reference to the working in Germany by another Department. In Holland and Belgium and Denmark and most of those countries practically the arrangements are all the same. There are little variations, but they have all the same complete load and incomplete load and small rate?—Yes, but with regard to this chapter of calculations of freight charges, it would be necessary to get in the basis of calculation for each country.

38794. I do not think it is necessary for each country. I would rather take Germany as typical?—Do you propose to go back to Germany, because at my November examination I gave evidence with regard to Germany.

38795. Did we finish it?—Yes; completed it.

38796. *Mr. Sexton.*—Is there anything concerning Germany—the calculation of freight charges in Germany—that you think it material to add to your former evidence?—I believe we went right through it at the November sitting.

38797. *Chairman.*—Of course in the subsequent statement you will give us rates in Germany to inland places compared with inland places in Ireland?—Yes. We finished with Germany altogether. The unit rates went on the minutes.

38798. What is the next country to Denmark which you have got on your notes?—Austria and Hungary.

38799. Coming back for a moment to Germany, Mr. MacNulty, I do not think we dealt with the packing and labelling and all that?—Yes; we have that here. I read the minutes all through last night.

38800. *Mr. Acworth.*—May I ask, did you say anything about the liability of railway administration—owner's risk and that sort of thing?—That comes in a special chapter at the end of the statement.

38801. You are coming to it?—Yes; for each country.

38802. After you have gone through rates you are then going back on other points?—Yes, coming to liability. It is dealt with separately.

38803. *Chairman.*—I have got to Austria?—The first point——

38804. *Mr. Acworth.*—They are under the German system?—They have adopted it, but added to it very much. They have a lot of supplementary regulations and rates. Anything that I see of difference between Austro-Hungary and Germany I will draw attention to it. The first point is with regard to Hungary, a transport duty, fixed by law, is added to the freight. This duty amounts in the case of quick and fast goods to 7 per cent., and on slow goods to 5 per cent. of the freight, including loading and unloading charges. The duty is included in the calculated freight—the goods rate.

Austrian and Hungarian railways:—

Transport duty.

38805. *Chairman.*—This will all be adduced when you give us the figures?—I thought it right to mention it here, because it might not be mentioned in my comparison.

38806. That is quite exceptional to Hungary?—Yes. There is a point about the minimum length of railway. That is if the total length is less than 8 km., a freight for 8 km. is charged.

38807. *Chairman.*—That is following my minimum rate of six miles in this country?—Yes.

38808. Well, now, express rates?—Rates for express goods. When fast goods are forwarded by request of the sender and by consent of the railway by express train, the ordinary quick goods rate, with the addition of 50 per cent., is charged.

Scale of goods train charges.

38809. That is the same arrangement. It seems to be general on the Continent?—Quick or fast goods are divided into five heads in Austria. I will just mention them:—ordinary quick goods (which include all goods not mentioned hereafter), reduced quick goods (which include perishables), specially reduced quick goods (relating to used packages or empty packages).

"Quick or fast goods."

38810. That applies to goods that are properly packed?—This specially reduced goods class excludes sacks and milk cans. Ordinary quick goods, when consigned in lots up to 50 kg. and 10 packages per way-bill. New and old sacks of all kind——

38811. I do not think that is important at all so far as we are concerned?—Live poultry——

38812. Let us see what you have got to say about live poultry?—When sent as fast goods in coops or crates they are charged on the gross weight of the consignment at the rates for reduced fast goods. If such consignments are sent in baskets or sacks the weights for reduced consignments, plus 50 per cent., is charged.

Live poultry packing and transit charges.

38813. They would not send live poultry in sacks?—Yes; they do it by putting a ventilating tube in the tying of the sack.

38814. They do? I have seen calves in sacks, but I never saw poultry in sacks. According to the package they vary the rate. If properly packed and easy to handle the rate is lower?—Normal.

38815. And 50 per cent. added if it is abnormal?—Yes. There is a special provision for live poultry not enclosed, but handed in loosely for conveyance as fast goods and conveyed in railway poultry vans, which are small receptacles to be loaded in wagons, if such can be provided by the railway, freight is charged at the reduced fast goods rate for the sum of the weight of the poultry and the tare of the van, which is taken as 250 kg. and when conveyed loose in fowl wagons or ordinary wagons the freight is charged according to the fast goods tariff. For breeding poultry enclosed in coops, crates and baskets they are charged at the reduced fast goods rate on the gross

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weight of the consignment. They must be accompanied by a certificate as defined later in the regulation relating to transit by slow goods train. Then there is a subscription rate for fast goods which is practically the same as dealt with in Belgium—I think I gave evidence on it, where arrangements can be made with the company to take so many wagons for a period.

38816. All these other conditions I think you may pass. In fact, I think you have said all you need say on that?—The slow goods are the next. In Austria and Hungary slow goods are divided for purposes of rating with nine classes. Class 1, which is the normal class; Class 2, wagon-load classes A, B and C; special tariffs, 1, 2 and 3; and bulky goods class. Need I go through all these definitions and limitations as to packing, etc.?

Slow goods.

38817. No. They have nine classes?—As regards mixed consignments and bulky goods, the regulations are practically the same as in other countries.

38818. About bulky goods?—For live poultry by slow train——

Rate for breeding poultry by slow goods.

38819. You mentioned that?—That was by fast train. This is practically the same, except that a different rate applies to the poultry. There is a special rate given for breeding poultry by slow train which, I think, ought to be put on the notes. For breeding poultry, sent as slow goods, and enclosed in coops, crates, and baskets, a special reduced rate is charged of ·52 Heller per km.

38820. What weight?—Per 100 kg. In this rate the handling fee is included, but the Transport Duty for Hungarian Railways must be added. This reduced rate must be expressly prescribed by the sender in the way-bill, and the consignment must be sent with a certificate from some Agricultural Society or other body. There is also a regulation with regard to persons accompanying live birds. If they travel in the wagon with the traffic, or in another wagon in the train, they enjoy the following concessions as to payment of fare for the journey. If three or more wagons are sent in one way-bill, then one attendant is carried free for every three wagons. When an attendant travels with a number of wagons less than three, or a multiple of three, then the attendant with one or two wagons, or additional attendants for fractional parts of multiples of three must pay a fare of 2·3 Heller per person per km., including Austrian railway ticket duty and Hungarian transport duty. The fare is calculated on the distance the birds are conveyed, amounts up to 5 Heller being omitted, and those of 5 Heller and upwards being counted as 10 Heller. If, however, the fare on the basis of this unit rate comes higher than the regular fare for third-class in a passenger train, the latter is charged.

Charge for attendants with live poultry in transit.

Limitations of liability for compensation.

38821. That is quite enough of that?—There is a limitation with regard to the compensation payable by the railways in the case of loss, depreciation, or injury of breeding poultry. It is limited to a maximum of 100 kronen for 100 kg.

38822. The limitation applies to all goods traffic?—It is a special limitation in consideration of the reduced rate for breeding poultry.

38823. All the railways on the Continent limit the liability for anything?—They may, by the special tariff.

38824. They do. They limit their liability?—Well, not with regard to ordinary goods. I will come to it in order.

38825. Take it in order?—Goods for exhibition are the next. The conditions are practically the same as in Ireland.

38826. These accessory fees are so small that you need not mention them.

38827. *Mr. Sexton.*—"Depreciation"—that bears on the question of liability?—It does. A premium is charged for declaration of interest in delivery. This is really insurance for the profit which the sender expects to make on his goods, and which profit he can recover in addition to the actual value, if they are lost or damaged.

Computation of compensation payable by the railways.

38828. *Chairman.*—It is an insurance?—An insurance of profit, not of the whole cost of the goods.

38829. That is special to Austria and Hungary?—No. It comes in other Continental countries. The sender may insure the profit that he expects to realise on the goods.

38830. *Mr. Sexton.*—If he loses by delay he may recover up to the full amount of the loss?—The premium has an effect on the question of compensation which the railway company has to give in the case of delayed transit.

38831. It bears on the actual value of goods and on the expected profit?—Yes.

38832. *Chairman.*—I see there is an important charge made for disinfecting wagons?—Yes, for wagons used for the conveyance of animal or raw products, or offensive matter, a fee of 4 Heller per 100 kg. is charged, with a minimum of 40 Heller per consignment, or maximum of 3 kr. per wagon. For stable manure if the wagon must be disinfected in accordance with special regulations the charge is 3 kr. per four-wheeled wagon, and 5 kr. per wagon with more than four wheels.

38833. There is no such charge in Ireland?—No.

38834. *Mr. Sexton.*—They do not disinfect goods wagons in Ireland?—No. They must clean them. They are not obliged by law to do it, but I presume they do it for their own protection.

38835. We know they have to disinfect cattle wagons.

38836. *Chairman.*—They have to clean goods wagons. Would you like to say anything about export traffic?—The export tariffs are only applied when goods are sent direct outside of the Austria-Hungarian Customs area, except in such cases as they are allowed by way of rebate in respect of goods conveyed to frontier stations, stored there for a time on the railway premises, and then exported. In this case the application for rebate must be accompanied by the original way-bill to the frontier station, and the duplicate of the re-forwarding way-bill or a ship's bill of lading proving actual export.

38837. We understand from that that from Austria and Hungary there are low export rates?—Which are applied directly if the goods are sent out of the country.

38838. And if sent to a frontier station they may claim it by rebate?—Yes, on production of proof.

38839. I see a charge for transferring to and from the owner's carts?—That is for handling services. I do not think there is anything corresponding to it here. The railway company will load and unload the owner's carts. They will take the goods off the cart into the store, and load the cart. Austria-Hungary is the only country in which I found such a regulation.

38840. That is sufficient. You may state what it is if you have the figures?—Objects exceeding 750 kg. in weight, or 7 metres in length, up to and including 1,000 kg. each object, 6 Heller per 100 kg. of the whole consignment. It varies very much. Take general goods. For ordinary goods it is 2 Heller per 100 kg., that is 20 Heller per ton.

38841. *Mr. Sexton.*—2*d.*?—Yes; 2*d.* for ordinary goods—general merchandise.

38842. *Chairman.*—You will hand in the unit rates of Austrian State railways the same as for the others?—Yes, and the Hungarian.

38843. Now we pass to another subject?—Yes. Take labelling of goods. I made a separate subject of packing and labelling.

38844. Well, we will take two countries—France and Germany for that. Can we do that?—Yes. I have them here.

38845. You are are now dealing with the subject of packing and labelling goods by goods train in France?—Yes.

38846. Give us the general regulation?—The railways are not bound to accept unpacked goods, which, in ordinary commerce, are packed, nor are they obliged to accept defectively packed goods, or such as show evident traces of deterioration. Goods liable to get mixed with others, or which may be injurious in contact with others, are not accepted in a loose state except in complete wagon loads of 4,000 kg., or paying for that weight. Goods not clearly addressed or marked may not be accepted. Chalk markings are not admissible. Commodities such as cereals, flour, grain, must be sent packed. Chestnuts, acorns, and potatoes, and some other goods may be sent in bulk in full wagon-loads. This requirement applies only to the Nord system. I have taken it chiefly for comparison, as it is an unguaranteed line and serves an agricultural and industrial district.

38847. This particular requirement is only on the Nord system?—Yes, with regard to the slow transit of cereals and so on. There are regulations with regard to trees, and shrubs, and growing plants, which have to

be made up in such a way that they may be laid flat and on the top of each other. Special regulations also apply with regard to oysters and fresh fish, which must be sent in barrels and casks of a design approved by the company.

38848. It seems that the railway companies have got stringent regulations relating to the packing and labelling of goods in France?—Yes, the object being safe transit and convenience of loading.

38849. And convenience of handling. That is in France, but Belgium is practically the same. What about Germany?—The first general regulation is that necessary packing for protection of goods against loss devolves on the sender, and if the railway company —

38850. Stop a minute. Make that rather more explicit. There is something else besides that?—Necessary packing for protection of goods against loss, depreciation, and damage, devolves on the sender.

38851. That is an important regulation?—If the railway company accept unpacked or defectively packed goods it is entitled to require the sender to admit absence or deficiency of packing in the way-bill, and to notify the same to the station of destination in a special declaration on a prescribed form. A general declaration may be made once and for all.

38852. That is to say, a consignee may undertake to take all the risk for his goods for any time?—Yes. In such cases a note of the general declaration must be made in each way-bill.

Mr. Sexton.—As to unpacking and defective packing.

38853. *Chairman.*—Yes. Only for that?—Without such declaration the railway will not accept consignments of hides simply roped up, or sugar in loose loaves. When filled barrels, such as dirty oil or syrup barrels, are so covered with dirt that their condition cannot be ascertained when handed in, they are accepted for transit only when the consignee acknowledges their condition in the way-bill. There are a number of regulations for particular commodities—eleven, I think. Need I take them through seriatim?

38854. No. Mention them generally?—Cigars must be so packed that they cannot be tampered with in transit.

38855. Sealed?—Yes. Barrels containing liquids must not show leakage or depressed knot holes. Certain empties must be dry outside, and properly closed, to prevent bad smell.

38856. What about fish?—Packages containing fresh fish packed in ice must, as a protection to other goods, have straw, shavings, or turf moss on the inside, bottom, and sides. Filled sacks must be bound with ropes, and so fastened as to leave sufficient neck to take hold of. Full potato sacks must have the address on a tablet of wood or other lasting substance.

38857. It comes to this, that everything must be properly packed before the railway companies will receive it?—Yes. They will not accept responsibility unless it is properly marked, but there is a regulation stating that they will mark the goods and charge for them if they find the goods imperfectly marked. The railway company is empowered to demand that goods in separate packages shall be marked by the sender, with the name of the station to which consigned, unless their nature does not admit of marking. If the sender omits to mark the name of the station, this will be done by the goods department of the sending station, when the nature of the goods permits, without any special difficulty, and a marking fee of 5 pf. per parcel, fixed in the accessory tariff, will be levied.

38858. *Mr. Sexton.*—About a halfpenny—a little more than a halfpenny?—Yes.

38859.—*Chairman.*—I think we may take these two countries as quite sufficient. Now, there are regulations on the Continent with reference to the ordering of wagons. Take France again, if you do not mind?—The consignors are bound to intimate at the departure station the number of wagons which they require for the consignment of their goods, the loading of which they must, or are able to, effect. They must indicate, at the same time, the nature and approximate weight of the goods, as well as the railway system to which they are destined, specifying whether the consignment is to be forwarded under the conditions of general or special tariffs. Consignors may make, in one and the same letter, requests for wagons for different days. A record of these requests is kept by the company in a special register. The company must, on the day following an application for wagons, provided that the letter has been sent so as to arrive before the station is closed, inform the consignor of the day and hour when the wagons will be placed at his disposal, if the application be for one occasion only, and when the first supply of wagons will be available if they are applied for for different days. In the latter case like information is given for each subsequent supply of wagons, by an advice, which must be sent so as to reach the consignor at latest in the evening before the date indicated by the company for the corresponding delivery of wagons.

French railways:—Timber traffic regulations

38860. Those regulations are in consequence of the system of full wagon-load rates?—Full wagon-load rates.

38861. Are there any special regulations with regard to timber?—The consignor must indicate the maximum length of the objects comprising the consignment.

38862. I see they are practically the same in every country.

38863. *Mr. Acworth.*—May we have Belgium, Mr. Chairman?

Belgian railways:—Regulations as to the ordering of wagons.

38864. *Chairman.*—What about Belgian State Railways? What is the procedure there?—With regard to applications, it is practically the same as in France. The applications are registered.

38865. *Mr. Acworth.*—The time?—The application must be made at least forty-eight hours' in advance when the exclusive use of a wagon is required, and the period is doubled when application is made for five wagons.

38866. *Chairman.*—That is, two days' notice of a cattle wagon being wanted?—It scarcely applies to cattle.

38867. *Mr. Acworth.*—Four days if five are wanted? This applies to goods only. It may or may not be the same for cattle.

38868. *Chairman.*—This is in respect of orders for goods wagons?

Liability of railway companies as to the provision of wagons.

38869. *Mr. Sexton.*—For merchandise?—We are dealing with merchandise traffic only. In Belgium there is also a limitation. If the railway refuses to supply wagons, they must compensate for damage caused thereby, but no compensation is payable in case of accident, superior force, or an outside cause, not imputable to the railway. Abnormal traffic is considered a case of superior force.

38870. *Mr. Sexton.*—Compensation for damage is general in all these countries?—Yes.

38871. In all the countries?—I will go into it fully under the heading of liability. It is all in that chapter.

Colonel Hutcheson Poë.—Practically that clause relieves them from all liability?

Chairman.—Those last words. They can always plead abnormal traffic.

38872. *Mr. Sexton.*—They must prove it. It is evidently a reason which can only be used on exceptional occasions?—I think it never arises.

38873. Never arises?—Did you say Germany?

German railways:—Regulations as to the ordering of wagons.

38874. *Chairman.*—Take Germany?—With regard to ordering the wagons by consignors and keeping the record at the station, it is practically the same. Security must be given, though, by the consignor when required by the railway, to cover one day's loss of time in loading; and when the railway fails to supply promised wagons punctually it is bound to pay to the parties ordering the wagons compensation equal to the demurrage for the time over which the delay extends. Wagons are held to be promised when a written statement to that effect has been received.

38875. *Chairman.*—In other words, if the railway company does not supply the wagons the consignor can claim demurrage or compensation equal to the demurrage charged by the railway company?—Yes.

Rules regulating the acceptance of goods for transit on French railways.

38876. I do not think we need labour that question any more. With regard to acceptance and despatch of traffic by railway?—Will you select a country. In France articles subject to deterioration or of no value are only admitted for transit when carriage is paid in advance. As to the hours for the acceptance of traffic, there is a great variation in some of the countries—some 6 a.m. to 6 p.m., some 6 a.m. to 7 p.m., and some 6 a.m. to 8 p.m. There is a provision in France that on Sundays and holidays the stations are shut at 9 a.m. on Sunday for the acceptance and delivery of slow goods, even for those sent in full wagon loads, the handling of which is incumbent on the trader; nevertheless the acceptance and delivery of poultry, game, fish, oysters, and shell-

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fish, dead meat, and other perishables may be effected up to 10 o'clock on Sunday morning.

38877. *Chairman.*—Oh, there is nothing in that. Have you anything to say about Germany?—First, that the railways are only bound to accept goods for transport when the forwarding of them can be effected at once.

Rules regulating the acceptance of goods for transit on German and Dutch railways.

38878. They would accept to store?—Yes; there is a limitation—I believe. In Holland there is a storage provision. The railways are not bound to accept goods for transit when the available rolling stock of the company is not sufficient to forward the goods within the regulation time limit. They are, however, obliged to accept them for temporary storage pending transit, in so far as available space permits, but during said storage the goods are in the care and at the risk of the sender, who must declare himself as satisfied with this arrangement.

38879. Is there anything turning upon the weighing? There are small charges made in every country?—Yes, but they are only made for wagon loads, when weighed specially at the request of the consignor or consignee. They are not made as a matter of course, but only when specially requested, and the same for counting—if the consignor or consignee requests the railway company to check the number of packages, they make a charge.

French railways:—Regulations as to loading, demurrage, etc;

38880. There is nothing in that. Now, loading and unloading and removal of the traffic. I think that is rather important. Will you take France and Germany again as typical places?—The first point is the time limit for loading. The loading of wagons must be completed in the course of the day on which they are placed at the disposal of consignor, provided that the advice note respecting the vehicles has been addressed to the person concerned, so as to reach him on the previous evening before six o'clock, and that the wagons have been placed at his disposal from the usual hour of opening the station. When one or other of these conditions has not been fulfilled the period assigned to the consignor for loading is increased by twenty-four hours. Demurrage charges are levied for delayed loading as follows:—Per day of delay, 10 francs per wagon for each of the three first periods of twenty-four hours, and 12 francs per wagon for each additional period of twenty-four hours; but if the number of wagons placed at the disposal of the consignor exceeds the maximum figure in the application formulated by him for one of the five preceding days, the loading period cannot commence to run each day for any number of wagons greater than that maximum, and the demurrage fee is charged only on the difference between the maximum and any lesser number of wagons actually loaded. The surplus is carried over to the next day in calculating loading time and demurrage, subject to being carried again forward if the maximum is exceeded on the next day.

38881. Have you made any calculation in the figures which you have promised us in reference to the rates—have you allowed anything for that?—Not for demurrage. I have treated traffic normally. These are penalties and I have not dealt with penalties.

38882. *Mr. Sexton.*—Of course in Ireland also penalties are distinct from rates?—Of course.

38883. *Chairman.*—Is there a time limit for unloading wagons?—It is practically the same period as allowed for loading—that is, it must be in the same day on which wagons are placed at the disposal of the consignee, otherwise demurrage is charged.

38884. And you have given us the demurrage charges?—Yes. There is a point, that the company may unload the goods, charging 30c. per ton.

and as to labourage and storage charges.

38885. They can charge for labourage and for storage as well?—Yes.

38886. This relates to wagons, but if they leave the goods, then the consignee is liable for demurrage?—Yes. In the one case he pays the demurrage charge, and in the other he pays for unloading and storage.

Rights of senders as regards the entire use of wagons.

38887. How does that apply to storage?—Any consignment of small goods not completed within twenty-four hours may be refused and the goods sent back to the domicile or to a public warehouse at the expense of consignor. A sender who, under the terms of the tariff, effects loading, is entitled to make use of the entire capacity of the wagons used on the condition that he does not exceed the maximum weight which the wagon can carry and the dimensions of the loading gauges.

38888. Of course if he pays for 5 tons he can put 5 tons into it, and if he pays for 10 tons he can put 10 tons and no more?—Yes, but if he pays for 5 tons and leaves half the wagon vacant, the company perhaps could not use it. In some countries they can where the railways reserve to themselves the right to make use of any unused portion of a wagon except the sender pays for the freight for the full capacity.

38889. That must be confined to some one country?—I will refer to it later.

38890. *Mr. Sexton.*—It is not in France?—No.

Chairman.—Nor in Denmark, nor Germany, nor Holland, nor Belgium.

38891. *Mr. Sexton.*—Then it must be in Austria-Hungary?—I can give it in half a moment. You will find in the index a reference to the railways having the right to use an unused portion of a wagon.

38892. *Chairman.*—There are small fees charged by the railway companies for handling goods. I need not go into that—when they do the work?—When they unload and load. The fees charged include also the station terminals. If you look at the segregation of the charges you will find there are 35c. for station charges on departure and 35c. on arrival.

38893. We will have that separately. Go back to par. 292?—For the manipulation of goods of all kinds by the railway the following fees are charged:—1·50 fr. per ton for goods carried according to tonnage, and 1 fr. per ton for goods carried per consignment of 4,000 kg. and upwards, or per full wagon.

38894. That seems rather heavy—10*d.* per ton for bulked goods. However, they make that charge?—It includes station and service terminals. It is 1*s.* 3*d.* per ton for small goods.

38895. *Mr. Sexton.*—It includes station terminals, service terminals, loading and unloading?—The loading and unloading I call service terminals. There are two charges. I will give it in detail as it is here. The charges are made up as follows:—For goods carried according to tonnage, less than 4,000 kg. consignments. The charge for loading at departure is 40c. per ton per 1,000 kg.; unloading on arrival, 40c.; station charge on departure, 35c., and station charge on arrival, 35c. For goods carried per consignment of 4,000 kg. and over, or per full wagon-load, the charges are:—Loading at departure, 30c. per ton; unloading at arrival, 30c.; station charge at departure, 20c.; and station charge on arrival, 20c. These fees are charged irrespective of the method of loading or unloading employed, whether crane, weighing machine, gangway, or hand.

38896. Is there any allowance made when the owners of the goods do the service?—For goods carried per consignment of 4,000 kg. and over, or per full wagon-load, and when the labour of loading and unloading is performed by the consignor or consignee in accordance with the tariff applied, the fee of 30c. per ton for each operation of loading or unloading is deducted and the station charges only of 20c. per ton on departure and on arrival are payable. The railways do not charge the fee if they do not do the work.

38897. *Mr. Sexton.*—Is that general on the Continent?—That is general.

38898. There is no charge unless they do the work?—That is so.

38899. *Chairman.*—The loading and unloading is done by the sender and consignee?—Yes. I came across only one instance—I forget which country it was—where for goods sent by quick transit it was provided that if the goods were loaded by the railway company at the point of departure and the consignee unloaded them, he should get no allowance for doing the work.

38900. Have you any remarks with reference to charges made on private siding goods?—20c. per tonne is charged to the first departure station on the main line, and 20c. per tonne to the station of destination, or *vice versa*, when goods are sent from or to private sidings.

38901. Instead of the 30c. when they are sent from the station?—It is 20c. for wagon-loads.

38902. You are quite right?—This may apply to small consignments or to wagon-loads.

38903. They would not send small consignments to a siding, would they?—Certain provision is made for it in the rates. Small consignments not exceeding 40 kg. are in all cases exempt from loading, unloading, and station charges.

38904. The rate includes them?—Yes; they are in a special tariff.

38905. I suppose the railway company have power to charge for the use of cranes and so on if they use them?—Yes.

38906. Are there any storage and wharfage charges?—Suppose goods on arrival at a station are put down on the wharf or in the siding, would the railway company have power to make a charge?—For storing in the open?

38907. Yes?—When goods addressed to a station are not removed from whatever cause, within the prescribed time, a fixed storage fee is charged per indivisible fraction of 100 kg., as follows:—5c. for each of the first three periods of twenty-four hours; 10c. for the fourth period of twenty-four hours; 15c. for the fifth; and 20c. for each additional period of twenty-four hours. In all cases the minimum charge is 10c.

38908. A minimum charge of 10*d.* per ton?—Yes.

38909. That is for storage only?—Yes.

38910. *Mr. Acworth.*—How is it possible if you charge 5c. for one day? You say there is a minimum charge of 10c. Do you mean that they must charge for two days?

38911. *Chairman.*—It is 5c. per day?—That is the minimum charge for any sized consignment. It is as for a two-ton consignment practically. These fees are also charged for storage of goods addressed to domicile when consignee is absent, unknown, or refuses to accept delivery, but subject to notice of the fact being immediately given to the sender. In such a case the cartage of the goods back to the station is also charged. Storage may also be charged, after the lapse of twenty-four hours after handing in, on goods which the railway, on request of a sender, agree to store on their platforms or in their warehouses at the despatching station beyond that time. Railways are not, however, bound to accept any goods but those ready to be forwarded. There is an obligation on the railway to advise the sender immediately of any delay in the removal of goods from the station of destination.

38912. Because all the rates are from station to station, practically?—They are not collected and delivered, therefore they must advise the consignee?—They have cartage arrangements at a very considerable number of stations, but in case of delayed delivery they must advise the sender of the goods. With regard to collection and delivery, I will give you full information upon it.

38913. That is dealing with France, is it not?—Yes.

38914. Now, we will go on to Germany, if you do not mind. I think that there we shall find practically the same arrangements?—Yes. Small goods are loaded and unloaded by the railway, the charge being included in the rate. All other goods have to be loaded and unloaded by the sender or consignee.

38915. Practically the same as in France?—Yes. Certain consignments in less than wagon-loads must also be loaded by the sender—large packages of over 750 kg. each, or of exceptional dimensions. Need I mention the loading and unloading fees here?

38916. Yes, for goods?—For general goods: Loading or unloading fees per 100 kg., 4 pf.; cranage fees per 100 kg. additional to loading or unloading fee, 3 pf.; maximum cranage charges for one waybill consignment, 50 pf.; maximum cranage charges for one wagon, 2 marks. With regard to certain traffic carried loose and unloaded by the side of the line the charge is 6 pf. per 100 kg.; that is, 50 per cent. additional.

38917. That is when the work is done by the company?—Yes.

38918. I see that they charge for the crane in the same manner as in France?—Yes.

38919. And there is a time limit for loading by the sender?—Yes.

38920. Just the same as in the other cases?—Yes.

38921. Do they make the same storage, wharfage, and demurrage charges?—It is 10 pf. per 100 kg. for storage every twenty-four hours. It is practically the same, except that it is for every twenty-four hours; in the other case the charge is increased after a certain number of days.

38922. After three days?—Yes, after three days.

38923. But I see that in Germany, in regard to heavy traffic, the loading must be done by the senders?—Yes—loose (or bulk) loading.

38924. Do the Germans advise the same as the French?—Yes, they advise the arrival of the goods, and they charge practically the posting fee.

38925. They all charge the posting fee?—Yes.

38926. If anything is posted on the Continent by a railway company it is charged to somebody?—Yes. In some cases, if they advise people near at hand, there is no charge.

38927. But whenever there is a fee paid for postage they charge it?—Yes.

German railways:—

Advice notes.

38928. There is a time-limit for the removal of goods; that is practically the same, is it not?—Yes.

38929. And they have power to make a storage charge if the goods are not removed?—Yes.

38930. It is in Germany where the railway company may use the unused portion of a railway wagon?—Yes. The railway may make use of the unused parts of wagons loaded by the senders.

Regulations as to supply and conveyance of loading implements and protective appliances.

38931. Then with regard to consignor's loading implements and warm and cold protective materials?—I may give you a general reply upon that. Generally throughout the Continent, senders of goods may use certain appliances for the protection of their traffic during transit, and also warm and cold protective materials. These are carried free by the railway companies, and returned free, without the railway companies assuming any risk for their conveyance, by slow transit.

38932. As a matter of fact, by slow transit the sender has to find his own sheets for covering the wagons?—The railway companies will supply them, and make a charge for them.

38933. I mean the sender has to pay for them?—Yes, unless the tariff specially provides that the goods shall go by covered wagon.

38934. The covering and uncovering of goods is your next subject?—Yes.

38935. Just take Germany in regard to the covering and uncovering of goods?—The loan of covers to a sender, at his request, is only made by the railway in so far as covers are available, and provided no damage to them from the nature of the goods loaded is to be feared in the judgment of the railway officials on the station. The spreading of the covers lent to a sender lies within the option of the latter.

38936-7. We will take it shortly. It means this, that all these railway sheets of any kind or description, that are used for covering wagons, have to be paid for by somebody?—Yes.

38938. And the sender has to provide the covers or pay the railway company for providing them?—Yes.

38939. If the sender provides them, the railway company carry them back free to the sender after the journey is completed?—Yes, by slow train only. If they take them by fast train they charge a certain sum for that.

38940. Practically, that is the arrangement throughout the Continent?—Yes.

Wagon cover hire.

38941. You might mention the fee charged?—The fee for hire of wagon covers amounts for every 100 km. of the whole transport stretch begun, and for every wagon, to (*a*) when two covers at most are used, 1 mark, 50 pf.; (*b*) for every additional cover, 50 pf., with a minimum charge of 2 marks, 50 pf.

38942. That is 2*s.* 6*d.*?—Yes.

38943. *Mr. Acworth.*—A minimum charge of 2*s.* 6*d.* for sixty-six miles.—Yes.

38944. *Chairman.*—You know that all these are provided free in England and Ireland?—Yes; I understand that.

38945. When the railway company supply these covers, and the sender uses them for a longer period than he ought to do, have they power to make a demurrage charge in addition?—Yes; they impose a charge of 50 pf. per day for each cover.

38946. So that they charge for the use and also for demurrage, just the same as for a wagon?—Yes. With regard to that, perhaps I might mention that this demurrage charge for covers is not taken into account for the days for which demurrage is levied for the wagons on which the covers were to be or have been used. It is sunk in the general wagon demurrage rate.

38947. *Mr. Sexton.*—They will not make a demurrage charge on both the wagons and the covers?—That is so.

Chairman.—With regard to private goods wagons; have you private goods wagons in Ireland?

Jan. 10, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

French railways:—

Refrigerator vans.

Mr. Tatlow.—There are practically none in Ireland.

38948. *Chairman.*—Then we will pass on to refrigerator vans?—Provisions may be carried over the Paris, Est, Etat, Midi, Nord—all the large railways in France—in refrigerator wagons, supplied by consignors or consignees, or in flat trucks hired out by a railway company, and equipped with ice chests by the hirers. The transport of provisions in private or hired refrigerator wagons is subject to the general and particular conditions of the tariffs applied, in so far as the latter are not contrary to the following general regulations. There are regulations as to the registration of these wagons, which are largely privately owned, or supplied by the contractors. They must be registered by one of the six large French railway companies.

38349. That is the same here. All private wagons have to be inspected by the railway companies here?—Yes.

38950. Now go on to the charge. This is a provision I understand, for senders supplying their own refrigerator wagons?—Yes.

Regulations as to registration and supply.

38951. I do not know that there is anything of the kind in this country, so that we need not refer to it at all; the railway companies supply them?—With regard to these refrigerator wagons, I think it might be well to go through each country.

38952. Why? It does not compare with anything in this country?—The conditions vary. In France certainly they have to be hired; in some countries the railway companies supply the refrigerator wagons.

38953. So they do here, and they make a charge on the Continent. Wherever you find them on the Continent they make a charge if they belong to the railway company, but they make no charge here?—No, there is no special charge. There was, I think, a minimum consignment specified. Whether that minimum consignment still applies, I do not know. I am speaking now of the Great Southern and Western Railway. However, the railway companies will be able to give the Commission full information on that point.

38954. *Mr. Acworth.*—The rest of the paragraph seems to imply that the railway companies do not keep refrigerator vans, but in paragraph 422 you speak of refrigerator vans for fish hired from one of the railway companies. I do not know whether you can tell us anything on that. The paragraphs says that fish may be carried in refrigerator or ice wagons supplied by consignors or consignees, or hired from one of the railway companies. It seems to imply that the railway companies keep some?—That is taken from the Nord Railway regulations. There is a provision for hiring ordinary flat wagons from the railway companies, and the consignor fitting them up with ice chests at his own expense. That is probably what is referred to there.

38955. You think that it is the same thing that is referred to in paragraph 412?—Yes—trucks hired from the railway company and fitted up with ice chests.

38956. *Chairman.*—That is what they do on the Parisian lines—they have these flat trucks and ice chests?—Yes; they have to be fitted by the consignor.

Time limits for conveyance of goods traffic.

38957. Now we come to the time limits for conveyance. Take France?—Traffic is to be forwarded during the day following that on which it is consigned. The duration of the journey in the case of slow transit is calculated at the rate of twenty-four hours per indivisable fraction of 125 km. Surplus distances up to and including 25 km. are not reckoned. There are certain exceptions in France for specified lines of railways, where the rate is 200 km. for every twenty-four hours for goods charged in certain classes.

38958. To my mind that does not cover what the heading points out—"Time limits for conveyance"?—For the duration of the journey, the statutory time is at the rate of twenty-four hours for every 125 km. carried. But I can give you a table at the end which will put it very shortly.

38959. We will have a table?—You will find it in paragraph 448.

Regulation times of transit for slow goods.

38960. That will explain the whole thing?—It gives the normal times of transit for slow goods. From 1 to 150 km., inclusive, the total time will be three days.

38961. I do not think that that is right, from what I know of these things. Do you mean to say that for 150 km. the transaction must be completed in two days?—Three days.

38962. You have two days in the table?—That is exclusive of the days of consignment and delivery.

38963. Would not that make it four days?—It is an exact copy of the published time table, taken word for word. The note is, "The foregoing tables present directly the calculation of times for consignments by slow transit on one and the same system."

38964. Very well; we will take it for what it is worth?—151 to 275 km., four days; 276 to 400 km., 5 days; 401 to 525 km., 6 days.

38965. Now give it for 1,000 km.?—901 to 1,025 km., 10 days.

38966. That is quite sufficient; that will cover any distance in Ireland?—Yes.

Mr. Acworth.—Might we get on the notes the bottom paragraph on page 56 in reference to cases where there are more than one system involved, because that modifies it very considerably—the paragraph relating to traffic passing from one railway system to another?

38967. *Chairman.*—Certainly?—The next part, in parentheses, deals with that point, if you will allow me to read it.

38968. Take paragraph 445—prolongation of time limits for goods passing from one railway to another?—For traffic passing from one railway system to another through a station common to both, the forwarding time will be counted only from the station of origin, and once only, but a period of one day is allowed for transmission from one railway system to another, the time of transit for each company remaining fixed as under the regulations given above. The time of transmission between railway systems terminating in the same locality in two separate stations connected by railway lines is two days, but, with this exception, the conditions named in the preceding sentence apply in such cases. In the note to the table it is specified that by adding one day for each junction to be passed through you get the total number of days.

38969. *Mr. Acworth.*—I do not follow?—The part in parentheses is the explanation of this paragraph 445 for the purposes of the table.

38970. May I quote your paragraph? "The time of transit for each company remaining fixed" is what you say in paragraph 445?—Yes.

38971. As I understand you now you say that the time of transit is the same; I do not think that that is so?—No. Count separately for each distinct railway the time shown for "conveyance," add to the total thus obtained one day for forwarding at the original departure station. It is perfectly right.

38972. That is right, but I did not understand you to say that?—That is the statutory limit.

38973. It would work out in this way: it would be Monday to Monday. Delivery to the company on Monday; allowed for forwarding and conveyance, Tuesday and Wednesday; allowed for junction with the other company, Thursday; for forwarding by the second company, Friday and Saturday; delivery to the consignee, the Monday of the following week. That is for any distance under 100 miles?—Yes, under 150 km.

38974. *Chairman.*—Does not that put it very clearly?—Yes.

38975. And correctly?—Yes. That is correct in accordance with this table.

38976. *Mr. Sexton.*—These are the limits which must never be exceeded?—Yes; that is the maximum.

38977. *Chairman.*—I know they have a very wide limit of time allowed for transit. Of course the instances that you gave me just now in answer to my question are for normal times?—Yes.

38978. In certain sections of the country and on certain railways there are alterations of those times?—Yes.

38979. And those you mentioned in answer to Mr. Acworth, the time allowed where there is a connection with another company?—Yes.

38980. That deals with slow traffic?—Yes.

38981. Do any of the special tariffs contain provisions varying the normal time limits?—Many of them do.

38982. What are they?—The time limits would be given together with the special tariff. I have not any note of them here. In each special tariff is shown the prolongation of the time limits to compensate.

38983. The lower the rate the longer the time they are allowed?—Yes; that is the way the railway company protects itself.

38984. That is what they do generally abroad?—You may take that as the general rule.

38985. Where there is a special low rate made they are allowed extra time for working it?—Yes.

38986. Now, a few words with regard to fast transit?—Traffic consigned by fast transit is sent off by the first passenger train comprising carriages of all classes and corresponding with the destination of the traffic, provided that it has been presented for registration at least three hours before the departure of the train in question, in default of which it will be held over until the next departure. This regulation is not, however, obligatory in the case of express and mail trains, on which the companies allow, in exceptional cases, second and third class carriages, and which have been expressly designated either in the rate books submitted for Ministerial approval of alterations in the service or in the notices acquainting the public of the train service. The railway companies may, at their own request, be authorised to admit small parcels to their express or mail trains proper, provided that the same treatment is accorded to all consignors under the same conditions. For fast train traffic passing from one railway system to another, through a station common to both, the time allowed for transmission is three hours reckoned from the arrival of the train bringing them to the junction, and re-forwarding the traffic from that point is effected by the first passenger train comprising carriages of all classes leaving after the expiration of that term. The time allowed for transmission between railway systems ending in the same locality in two distinct stations communicating by rails will be six hours, not including the time during which the stations are closed. Special regulations apply to transmission over the Circle Railway between railway termini in Paris. Longer terms than the foregoing may be granted by the Minister of Public Works in the case of various stations on each railway system, on the application of the General Traffic Inspectors and with the consent of the companies, provided such term does not exceed eight hours. Consignments of fast train traffic are placed at disposal of consignees at station of destination two hours after arrival of the train by which conveyed.

38987. Those are the arrangements for the consignment of small parcels by passenger train?—For traffic by fast train generally.

38988. It is parcels by passenger train?—Yes, fast transit.

38989. I think we may take that as being pretty generally the system over the Continent, without going into any other country. Now, the collection and delivery of goods by railway?—All the large railways in France have arrangements for cartage of goods at their principal stations. If goods are to be carted on arrival an entry to that effect must be made on the way-bill by the sender, otherwise they will be consigned to station only. I made an analysis of the carting arrangements on the Nord line specially, and found that out of a total of 737 stations they have cartage organised for delivery of slow goods at 238, serving 502 cities, towns, villages or districts, excluding Paris.

38990. Take the number of stations; there are 238 stations at which cartage arrangements are in existence?—Yes. That is for delivery of goods. For collection, there are arrangements at 78 only.

38991. That is curious?—Yes; they deliver at many stations, but do not collect.

38992. Out of 737 stations on that line, 78 only have collecting facilities?—79, including Paris.

38993. Say 80; it does not matter?—Yes. 238 have cartage arrangements for delivery organised. The rates vary very much. I was going to say that almost every place seems to have a rate of its own, but I will not go so far as that. But they vary according to local conditions.

38994. Can you give us the minimum and the maximum?—Shall I give the prevailing? I have the prevailing charges.

38995. How do you calculate the prevailing charge?—I took a number of distances and indexed the charges for each. In arriving at the prevailing charge I took the one that applied to the greatest number of places within each distance. I have my lowest charge and my highest indexed.

Prevailing cartage charges.

38996. *Mr. Sexton.*—The figures you are about to give us are not averages, but actually prevailing charges?—Not averages, but actually prevailing charges. For 1 km. it varies from 2 fr. to 3 fr. per 1,000 kg.

38997. *Chairman.*—Per ton practically?—Yes. Shall I mention the minimum charge per consignment?

38998. Yes?—For 1 km. the prevailing charge is from 2 fr. to 3 fr. per 1,000 kg., with a minimum charge per consignment of from 20c. to a maximum of 75c. according to local conditions. For 2 km. the prevailing charge is from 3 fr. to 4 fr. per ton, the minimum charge per consignment varying from 25c. to 60c.

38999. They seem very high, do they not?—Yes; cartage charges in France are high.

39000. You might give another instance—the largest?—For 9 km.

39001. Will that be Paris?—I have special cartage rates for Paris. For 9 km. the cartage charge varies from 10 fr. to 14 fr. per ton.

39002. That will apply rarely in this country?—Rarely.

39003. The prevailing charge is about 1*s.* 8*d.* to 2*s.* 6*d.* per ton?—Yes, within the ordinary radius of cartage as compared with Ireland.

39004. If it is more than that it gets up to about 3*s.*?—Yes. Take 4 km., 4*s.* 6*d.* or 5*s.*

39005. So far as cartage charges are concerned they seem to be rather excessive in France?—They are rather higher than here.

39006. You said you had something special with regard to Paris?—Yes.

Cartage arrangements in Paris.

39007. That does not compare with anything in Ireland?—No. Paris is divided into two zones, consisting broadly of the districts on the right and left respectively of the Seine, and they have different charges for the two zones

39008. Of course, cartage charges in London are very heavy?—Yes.

39009. I do not think that that would apply to Dublin?—There is a distinction made generally with regard to cartage which comes in here. Do you intend to go through each country in regard to cartage?

39010. No; take France and Germany?—In Paris when consignments are addressed direct to the domicile the cartage charge is lower than when they are directed to the station and orders are subsequently given for delivery.

39011. Yes, because there is double handling; that is the reason?—I understand; but I draw attention to the fact that they have separate schedules of charge.

39012. They would be sure to have, because there is more work to be done.

39013. *Mr. Acworth.*—Apparently in Paris the railway companies have branch offices at which you can deposit goods?—Yes.

39014. But they do not regard those branch offices as stations of the railway, and they make a charge of 5 fr. for ordinary goods and 3 fr. 50 c. for export goods for taking them to the actual station?—Yes.

39015. It is rather interesting, because one has heard so much of the arrangements in England of receiving offices at the station rates?—Yes.

39016. I suppose you have the same thing in the big towns—Belfast and Dublin?—I do not know about that.

Mr. Tatlow.—For parcels traffic, yes.

Mr. Acworth.—You do not receive goods?

Mr. Tatlow.—No, not at branch offices, only at the stations.

Mr. Acworth.—Of course in England they do.

German railways—

39017. *Chairman.*—Is there anything special in Germany?—No, except with regard to the rates for cartage. The rates for cartage vary in different countries.

Cartage rates in Berlin.

39018. Have you made the same calculation with regard to Germany—or perhaps you have not been in a position to do it?—I have got general information. The cartage tariff given me was for Berlin. For slow goods, up to 50 kg., 30 pf. This is for conveyance from the station to the house or to the place of business of consignee. From 51 to 100 kg., 40 pf.; for each remaining 50 kg. or part thereof, 15 pf.

Jan. 10, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

German railways—*con.*

Cartage charges at stations other than Berlin.

That is for slow goods. For fast goods, bulky goods, and fragile goods, up to 50 kg., 60 pf.; from 51 to 100 kg., 80 pf.; for each remaining 50 kg. or part thereof, 30 pf.

39019. For what distance is that?—That is within Berlin.

39020. You have not anything for the country?—At all the large stations cartage is organised, and the charges for collection or delivery are generally, for slow goods, up to 50 kg., 25 pf.; for each remaining 50 kg. or part thereof, 15 pf.; for fast, bulky, and fragile goods, up to 50 kg., 50 pf.; and for each remaining 50 kg. or part thereof, 30 pf. That was the general answer given me as applying to Germany.

39021. Just below the Berlin rate?—Yes.

39022. The next subject is the liability of railways?—Yes.

French railways:—

Extent of the liability for delays to goods.

39023. We will take France first again there?—The first point is compensation for delay in transit. Delay to traffic beyond the fixed conveyance time limits does not entitle a consignee to compensation when he suffers no loss, but when such delay has been prejudicial he is entitled to integral damages—that is, such damage as he suffers.

39024. *Mr. Acworth.*—Full damage, I think, it means?—I give the translation. He is entitled to damages. The Commercial Code defines that a railway company owes no reparation for loss beyond what can be judged intrinsically.

39025. *Chairman.*—We understand that this is what you call a literal translation?—On the question of liability I did not care to paraphrase it at all. In some exceptional cases the French railways have fixed a maximum compensation for which they may be held liable in the event of delay in transit. Tariffs made for produce brought into Paris markets by special trains contain a clause under which delays of less than twelve hours in transit render the railways liable for indemnities which, in the case of the Nord line, for example, are limited to one-third of the freight for a delay of from 3½ to 4½ hours, two-thirds of the freight for a delay of from 4½ to 5½ hours, and the full amount of the freight for a delay exceeding 5½ hours; and the sender can claim for full compensation if a delay of transit exceeds 12 hours.

39026. You say that these are quite exceptional cases?—These are exceptional cases. The first paragraph relates to the liability generally.

39027. It is the general liability more than exceptional cases that we want, because even there, in regard to this produce for Paris, there are no doubt exceptional rates charged?—Yes.

Powers as to owner's risk Contracts: Effect of "Rabier's Law."

39028. The next point is more germane to our inquiry—what is the extent of the liability of railways in the internal transit of the country?—Since March, 1905, under a law known as Rabier's Law, any variation by any convention of the responsibility imposed by Article 103 of the Commercial Code on carriers in general, and railways in particular, as to loss or damage of goods carried, is prohibited. Railways are forbidden under that law to stipulate in advance in any freight bill or other document that they will not be responsible for loss or damage of any goods entrusted to them for conveyance.

39029. That is since 1905?—Yes, since 1905.

39030. I was not aware of that; I remember the regulations before that period?—The point was contested very strongly by the railway companies for many years; it was debated every session, I think, for seven or eight years, and it eventually passed in 1905. It practically wipes out the owner's risk clause.

39031. Will you just make clear what is the extent of the liability of railway companies now?—The prohibition contained in "Rabier's Law" is formal, and under it railways are forbidden to stipulate in advance in any freight bill or other document that they will not be responsible for loss or damage of any goods entrusted to them for conveyance. Neither may they do it generally by their published rates, nor by private agreement with any particular consignor. The law applies to all interior transit and extends to conveyance by cart as well as transit on inland waterways, but excludes sea transit. Any agreement modifying responsibility between carrier and owner of traffic or contained in the conditions of a duly confirmed rate in existence at the passing of the Act of 14th March, 1905, was thereby annulled. The law, however, admits of a carrier entering into a contract limiting the amount of liability for indemnity in case of loss or damage.

39032. But they cannot free themselves from all liability?—They cannot free themselves from all liability.

39033. Have you anything to show us what the limitation is?—Under the law of 1905, a railway, in order to establish irresponsibility, must prove by precise facts that loss or damage of goods really resulted from inherent properties in the goods, from superior force, or from fault of the consignor. The onus of proof is thrown on the railway company.

39034. This is rather an important subject. Will you give us the arrangement in operation in Belgium?—Under Article 3 of the Transport Law of 1891, a carrier is responsible for the arrival within regulation time limits of goods to be carried, except in the case of accident or overwhelming circumstances, and under Article 34 it is provided that the fact that traffic has exceeded normal proportions will be considered a case of overwhelming circumstances. Under General Regulation No. 26 of the Belgian State Railway it is provided that, in case of delay in transit, the indemnity payable by the railway is limited to one-fifteenth of the cost of transit per day of delay with a minimum of 50c., and provided that the amount of the indemnity does not exceed the amount of the cost of transit, and that the owner of the goods shall not be obliged to furnish proof of loss. When the delay affects only a portion of the consignment the indemnity is reduced *pro rata* to the portion delayed. If delivery does not take place within the fortnight following the expiration of the time allowed for conveyance the sender or consignee is entitled to the indemnity provided in case of loss of the goods.

39035. *Mr. Sexton.*—Total loss, I suppose?—Yes.

39036. *Chairman.*—If not delivered in fourteen days?—Yes.

39037. Is there any other Article in those regulations that you would like to bring under our notice?—The question of onus of proof is practically the same as in France, I think. A carrier is answerable for damage or loss of goods if he does not prove that the loss or damage arose from some extraneous cause that cannot be imputed to him. The onus of proof is on the railway again.

29038. What have you to say with reference to the liability of a contracting railway in case of through booking?—Under the Transport Law of Belgium a carrier guarantees the action of an intermediate carrier to whom he hands goods to be conveyed, but one of the Articles provides that the tariffs or regulations cannot modify for the benefit of the railway authorities the conditions and extent of the responsibility laid upon them except in the case of international transports, respecting which the Belgian Railway Authorities are free to stipulate that they shall not be held liable for events occurring outside their country, except within the limits in which foreign railway authorities are similarly bound.

39039. That is the case with all railway companies: they are not responsible for anything that occurs outside their system?—In this case they are within their own country.

39040. Within their own country: but all the railways belong to the State there, do they not?—No; there are some privately owned railways also.

Mr. Sexton.—Two important ones.

39041. *Chairman.*—But there is some State control?—It is laid down that the contracting railway shall guarantee the action of an intermediate carrier within the country.

39042. Have you anything to say with regard to the limit of compensation?—Under the Transport Law the railways have the power to offer the public special tariffs at reduced rates, fixing a maximum indemnity payable by the railway in the case of loss or damage. That is practically the same as in the case of France. The application of such special conditions must be accepted expressly or tacitly by the consignor. The Transport Law also provides that, notwithstanding any stipulations limiting the liability of the railways, the amount of compensation is regulated by the Common Law where the cause of the damage was a fraud or fault of the railway or its agents. Under regulation applying to a certain special tariff, which relates to products, etc., destined

for exhibitions, there is a reduced rate of liability, limited to one-half the indemnity which might be due in accordance with the terms of general regulations.

39043. That is, traffic carried at a reduced rate?—Yes.

39044. Then, with regard to Germany: is there any difference between the German and the Belgian arrangements?—There is. First, with regard to delay in transit. The railways are responsible for loss incurred through non-observance of conveyance time limits, in accordance with the following scale:—Delay up to one day, inclusive, 1-10th of freight; two days, 2-10ths; three days, 3-10ths; four days, 4-10ths; for a greater period, one-half of the freight; and, when detriment is proved, the amount of loss up to the total sum of the freight may be claimed.

39045. Their liability appears to be limited to the amount of the freight paid?—Yes.

39046. Is there anything else on that point?—Without proof of detriment, one-half of the freight. Then there is a variation of that, in regard to "interest in delivery," or insurance of profit.

39047. *Colonel Hutcheson Poë.*—There is no reference to the damage to the goods conveyed?—That comes in independently.

39048. *Chairman.*—We are dealing with the time limits?—Simply with the time limits. If "interest in delivery" has been declared, there is an increased indemnity payable, without proof of detriment, for delay in transit, as follows:—For delay up to one day, inclusive, 2-10ths of the freight; two days, 4-10ths; three days, 6-10ths; four days, 8-10ths; for a greater period, the entire freight; and, when detriment is proved, the amount of the total loss can be claimed.

39049. But what if no detriment can be proved, or if the railway prove that no detriment has been suffered?—In both of these cases the amount of the indemnity may not exceed the amount of the interest declared. If the railway proves that no detriment has been suffered owing to the delay, then no compensation is paid. The railway is liable (except as provided under heading relative to "Non-liability" in my statement) for injury whether by loss, diminution, or damage of goods occurring during the time between their acceptance and transit, and until delivery, unless the injury be caused by a fault or instructions of the owner not to be imputed to the railway, or by superior force, or defects in packing not visible, or by the nature of the goods themselves—particularly by internal decay, diminution, or ordinary leakage. If a place not situated on the railway is named on the way-bill as place of destination, then the liability of the railway as carriers extends only to the last railway station. In the case of such consignments to remote places, where, however, the railway has made arrangements for their further transit, the railway's liability extends over the entire transport. The value of goods—shall I take that?

39050. I think you had better take that?—It is the current market value at the place from which the goods were sent. The question in the next paragraph is as to a certain limitation of the amount where traffic is carried under special tariffs. In the event of damage to goods the depreciation to value arrived at is to be compensated; if, however, the goods have been carried under a special tariff, limiting the amount of the railway's liability, the amount of compensation to be paid must be correspondingly reduced.

39051. Now read the next paragraph?—Release from liability may not be claimed by the railway on the basis of non-liability regulations if the damage was incurred through the fault of the railway.

39052. And the next? If detriment is caused by deliberate or gross carelessness on the part of the railway, then compensation for the total detriment may be claimed in all cases.

39053. They do not appear to differ much from us?—No.

39054. *Mr. Sexton.*—It is only wilful misconduct here?—Yes.

39055. *Chairman.*—Now, with regard to owner's risk—the non-liability of railway companies. What is the arrangement in France with reference to owner's risk?—In France no liability attaches to railways for loss or damage of goods in interior transit arising from inherent defect in the goods, *i.e.*, when the damage arises from a defect or fault in or of the goods, or from a cause belonging to their very nature without their being any blame on the carrier, or when deterioration is due to a germ contained in the goods, to fermentation, to spontaneous combustion, to damp, rust of steel or iron castings, to leakage of liquids through defective stopping or to bad quality of casks (porous wood, insufficient hooping, etc.). They are not liable for unavoidable accidents, *e.g.*, inundation, snowdrifts, damage arising from intense or unseasonable frost, accidental burnings, and robbery with violence. This latter does not include ordinary theft, which is considered as a want of surveillance by the railway company.

Non-liability of French railway companies for damage, &c., to goods under certain conditions.

39056. And the railway companies are liable?—They are liable for that.

39057. Of course, they are not liable when the consignor is at fault?—No.

39058. Or when the loading or unloading is done by the sender or consignee, if it is proved that the damage is through bad loading?—No; nor when a special method of transport is requested, and the damage arises from the conditions of transport.

39059. *Mr. Sexton.*—In short, the liability follows the blame?—Yes.

39060. *Chairman.*—It is practically the same in Belgium. Now take Germany: there, again, damage due to defective packing is exempt?—And conveyance in open wagon when the damage arises from that mode of conveyance.

Similar regulations on German railways.

39061. That is exempt?—Yes, and when goods are covered by the consignor, and the damage arises from defective covering.

39062. That is, sheeting?—Yes.

39063. The same with loading or unloading by owner?—Yes; insufficiency of packing, and inherent defects in goods.

39064. Waste in weight of certain defined goods?—Yes. In the case of goods which, by reason of their nature, regularly suffer loss of weight during transit, the liability of the railway for loss of weight is excluded up to the following limits, viz., 2 per cent. in the case of fluid and moist goods and of certain dry goods, such as roots, cut tobacco, soaps, fresh fruit, wool, skins and hides, hops, etc.; and 1 per cent. in the case of dry goods not specially designated. The exclusion of liability does not come into effect if the loss is not caused by the nature of the goods, or if the standard adopted does not correspond to the nature of the goods or the other circumstances of the case. In the event of the total loss of the goods, no deduction is made for loss of weight.

Limitation of liability for loss of weight of goods liable to waste.

39065. The next point is rather exceptional and important—goods damaged in transit on the Continent. Take Germany?—When cast-iron goods or cast-iron parts of other goods which, under sender's declaration in the way-bill, are sent unpacked or insufficiently packed and are damaged during transit, the damaged portions will, at the request of the sender or consignee, be returned to sending station carriage free, provided interest in delivery is not entered. The request for free carriage is to be entered on the way-bill. Here is another exceptional point, with regard to goods accompanied by the sender or his agent. It occurs also in Belgium. When goods are under regulations, tariff, or agreement with sender, accompanied by an attendant, and damage arises from risks which the presence of the attendant is to obviate, the railway is not responsible.

Non-liability for goods damaged in transit through imperfect packing by senders or while in charge of owners.

39066. I think that covers Germany?—Yes. In Holland it is the same; it is practically a copy of the German regulations.

39067. In Denmark it is practically the same?—The railway bears no responsibility for mistakes which are caused by want of marking of goods or by confusion with older marks thereon.

39068. There is exemption from liability in case the goods are mis-sent or are wrongly directed?—Yes.

Goods mis-sent or wrongly directed.

39069. Now, with regard to claims in respect of goods lost, damaged, or overcharged?—In France, since 1888, the law grants three days (holidays excluded) for the ascertainment of any damage in transit and the notification of complaints. It also extends from six months to one year the limitation of delay in a suit for loss or damage of goods, and provides a special limitation of five years for all other suits arising out of a contract of conveyance, this particularly applying to a rectification of charges—a statute of limitations. This five years' limitation runs from the day on which a consignment was booked, and, in case of loss, from the date on which it should have been delivered. With reference to the

Limits of time for notification of complaints and lodgment of claims.

Jan. 10, 1908

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture

Verification of railway accounts.

verification of accounts, ordinary commercial agencies undertake for merchants the verification of railway freight accounts and the pointing out of errors and losses discovered.

39070. That is, check the accounts?—Yes. A State representative at each station receives complaints, and sends them forward.

39071. That is what a stationmaster does here?—He sends them forward to the Minister of Public Works.

A State representative at each important station.

39072. Because the Minister of Public Works is the authority?—I am speaking now of private railways as well. Where the State give a guarantee they have at each important station a representative, who receives complaints, and sends them forward to the Minister of Public Works to investigate.

39073. *Mr. Sexton.*—He also has the duty of reporting irregularities, apart from complaints?—That would be any contravention of the concession or regulations.

39074. And to draw up a summons of infringement or contravention?—Yes.

39075. *Chairman.*—In Belgium it is about the same, is it not?—Yes.

39076. There may be something special in Germany. Of course, your first paragraph goes without saying—that the party entitled to bring a claim must be the party interested?—Yes.

Time limit for lodgment of claims in Germany.

39077. What is the time limit in Germany?—One year. It begins, in the case of damage or diminution, with the close of the day in which delivery took place.

39078. That is very restrictive, is it not?—Yes. In the case of total loss or delayed delivery it begins with the expiration of the delivery time limit. The German limitation is stayed by the receipt of a claim in writing by the railway.

39079. *Mr. Sexton.*—Is the Railway Administration mentioned in par. 604 a public authority?—This is Germany, and the railway administration is the administration of the State system in each State.

Procedure of the German railway administration with respect to deficiency or damage to goods.

39080. Is there an initial duty cast upon them, in case of loss, deficiency, or damage, to make a thorough inquiry?—In all cases of loss, deficiency, or damage, they must at once institute a thorough inquiry (that is, on observing it themselves), record the result of the same in writing, and communicate it to the parties concerned, at their request. In particular, if a deficiency or damage of goods is discovered or suspected by the railway or asserted by the party concerned, then the railway must without delay determine in writing the condition of the goods, the extent of the damage, and, as far as possible, the cause and the time of the deficiency or damage. A statement, in writing, must also be drawn up in the event of loss. In determining cases of deficiency or damage the evidence of disinterested witnesses, and, in so far as the circumstances demand it, of experts, and also of the rightful owner should be taken. The expenses entailed by the services of experts in the determination of cases of deficiency and damage are not borne by the railway when the deficiency or damage of the goods having been asserted by the owner, such assertion is not upheld by the inquiry, or when only a deficiency or damage already reported by the railway is established. All parties concerned have the right without prejudice to the procedure described above to have the determination of deficiency or damage of goods carried out by experts nominated by the courts or other competent authority. The railway is also to be summoned to such inquiry, even when the experts are not nominated by the courts.

General regulations in this connection for all the German railways.

39081. *Mr. Acworth.*—What is that statement from? I take it that it is from the railway regulations?—The railway regulations.

39082. It is their own regulation of their own work?—Yes.

39083. It is not a law of the State imposed upon the railway from outside; it is their own private regulation?—It is a law of the State; it is a State railway.

39084. But it is not in the form of a law; it is in the form of a *verkehrsordnung*?—Yes.

39085. There may be a similar regulation on the North-Western for the guidance of their officials?—Yes.

Mr. Sexton.—But the force behind it must be a law.

39086. *Mr. Acworth.*—But this is a regulation laid down by the railways?—It is a general regulation for Germany, for the State railways.

39087. *Mr. Sexton.*—An Imperial law?—It was given me as a general regulation.

39088. *Mr. Acworth.*—If it is a *verkehrsordnung* it is a law which all the separate State railways have accepted for themselves, but they have each done it for themselves, just as the North-Western or the Midland might enter upon an agreement with the same object?—It applies generally.

Mr. Acworth.—It only applies to those who have chosen to accept it, and they all have; but it is not a law.

Mr. Sexton.—Let us be clear that the authority brought into motion here is not the railway authority, but the State authority.

39089. *Chairman.*—This would correspond with the book which the railway companies issue, called "General Instructions"?—They are general regulations for the whole of Germany.

39090. *Mr. Sexton.*—Made by the Government and Legislature?—I do not know about their being Governmental.

39091. *Chairman.*—It is issued by the head of the Railway Department?—By the Minister.

39092. Then with regard to live stock traffic; you have made inquiries in reference to that?—Yes. I have the basis of the rates and conditions here.

39093. We will take France and Germany again. First of all, what are the rates to be charged for the transit of animals?—In France, by quick transit, the rates to be charged are as follows:—Horses and large horned cattle, per head, 16c. per km.; calves and pigs, 6c. per head per km.; sheep lambs, and goats, 3c. per head per km. Persons accompanying the animals travel in the company's carriages, and pay according to the places which they occupy.

39094. That is the same here?—Yes. In other countries they are carried free in many cases.

39095. They used to be carried free in this country?—Then there is a regulation as to the conveyance of animals in crates; they are rated according to weight.

39096. According to the general tariff?—They are charged according to the general tariff for goods by quick transit, but the rate is charged on double the weight of the animals and the crates containing them. Then as to limitation of value, animals the declared value of which exceeds 5,000fr. are rated one-half more than the rate fixed by the general tariff for animals of the same species.

39097. That is something peculiar to France?—Yes. Liability of railway in case of accident:—In the event of accident to animals in the course of transit the liability of the companies is limited to 5,000 fr. per head if the consignment note does not mention a larger sum.

39098. If it is a larger sum I suppose there is an insurance?—Yes.

39099. There is a small registration fee, is there not?—Yes, the same as for goods—10c. per consignment.

39100. Do they charge for loading and unloading?—Yes. For horses and large horned cattle, 1 fr. per head; for calves and pigs, 40c. per head; for sheep, lambs, and goats, 20c. per head.

39101. Is there any arrangement with regard to conveyance and delivery?—In regard to conveyance by quick transit, animals are sent off by the first passenger train comprising carriages of all classes, and corresponding with their destination. This is practically the same as for goods by quick transit.

39102. On mixed trains?—Yes, provided they have been presented for registration at least three hours before the time of departure of that train, in default of which they will be kept back till the next departure. They must be on the station three hours before. Nevertheless, this rule is not obligatory in the case of express and mail trains. This, again, is the same provision as is applied to goods.

39103. Then there is a time limit for transit, in transferring from one company to another?—Yes. It is the same as for goods practically—six hours.

39104. Practically the time for carriage is the same?—Yes. The period in which consignments are placed at the disposal of the consignee is two hours after the arrival of the train. That is for quick transit, mixed train.

39105. There are the usual fees for disinfecting the trucks?—Yes; they vary slightly in the different countries, but not very much.

39106. *Colonel Hutcheson Poë.*—With regard to quick transit, does the fee of 16c. apply to any distance? Is there any decreasing scale according to distance? By State railway there is a decreasing scale according to distance, I think?—By quick transit, that is of general application.

39107. It applies to any distance?—Yes. But for slow transit each system has its own rates.

39108. But for quick transit it is a uniform rate for any distance?—That is so.

39109. *Chairman.*—Of course, the bulk of the animals would be carried by slow trains?—Yes, except horses, in stall wagons or horse boxes.

39110. What are the maximum rates charged on the railways in France for slow transit?—I will give the working rates later on. These are the statutory maximum rates:—For horses and large horned cattle, 10c. per head per km.; calves and pigs, 4c. per head per km.; sheep, lambs, and goats, 2c. per head per km. Each of the large railway systems has its own special tariff for local application.

39111. For the local rates?—Yes. I have here the working rates for the State railways. For horses and large cattle, from 1 to 60 km., 10c. per km.

39112. Are they lower than the others? They are the same, are they not?—For the first distance they will probably be the same; but you will find that they vary as you go on.

39113. Will you go on with them then?—Calves and pigs, 4c. per head per km. up to 60 km.; sheep, lambs, and goats, 2c. From 61 to 100 km., per head per km., horses, oxen, and other large cattle, 8·75c.; calves and pigs, 3·5c.; sheep, lambs, and goats, 1·75c.

39114. Do you know if these are the rates in operation?—These are the rates in operation.

39115. They are the working rates?—Yes.

39116. The others were the maximum rates?—Yes. These figures have been got out by an analysis of their actual rates, because they do not publish the basis on which they calculate their rates. All the other large systems do.

39117. They give actual rates?—Yes. I made an analysis of the rates, and this is the result of it.

39118. Will you give the last line of the table?—For over 300 km., per head per km., horses, oxen, and other large cattle, 8c.; calves and pigs, 3·2c.; sheep, lambs, and goats, 1·6c.

39119. The other regulations are the same?—Yes, as regards value, and liability, and the rate for small animals in crates.

39120. There are certain small fees charged; you might particularise them?—For loading and unloading the fees are the same as for fast transit; you have them segregated on page 77.

39121. There are the same junction charges, I suppose?—There are special junction or transmission fees for animals. Horses and large horned cattle, 40c. per head; calves and pigs, 20c.; sheep, lambs, and goats, 10c.

39122. *Mr. Sexton.*—Even where an exchange of rolling stock is impossible, there is no higher fee charged?—Nothing is added to these fees. When the transmission is effected between two lines between which the exchange of rolling stock is impossible, the fees for loading and unloading which I have just given are charged without any additional transmission fee being added. They charge a loading and unloading fee in substitution for it.

39123. *Chairman.*—Do they make any lairage charges?—Yes. Animals which have not been fetched in arrival are placed in pound, at the expense, risk, and peril of the owner. Pound expenses are paid on a statement of expenditure being furnished—the actual cost.

39124. There are the usual regulations as to time limits and small fees?—Yes.

39125. *Mr. Acworth.*—The second paragraph of 635 is, I think, rather interesting?—Animals of all kinds sent by slow transit will be sent during the day following that on which they were consigned. The duration of the journey in the case of slow transit consignments will be calculated at the rate of 24 hours per indivisible fraction of 125 km. Surplus distances up to and including 25 km. will not be reckoned. Then there is an exception for certain specified sections, as in the case of goods traffic.

39126. *Chairman.*—What disinfecting fees are charged?—40c. for horses or mules; 30c. for oxen, bulls, or cows; 15c. for calves and pigs; 5c. for sheep, lambs, and goats. For consignments from one sender the fee may not exceed 2 fr. per wagon with one floor, and 3 fr. per wagon with two floors. This fee is charged when, by request of the consignor, a wagon is specially reserved for the animals, whatever be their number. Whatever the number of companies taking part in the transit the fee is charged once only, unless there be any transfer of load. Such transfer cannot be imposed upon the consignor except at frontier stations and junctions of two lines between which exchange of rolling stock is impossible.

French railways:—

Wagon disinfecting fees.

39127. Are there any arrangements with regard to horses for shows?—There are special arrangements by which they pay full rate on the outward journey and are brought back free within fifteen days of the close of the exhibition or show on payment only of the registration fee—10c. I think it is—and receipt stamp.

Horse rates to and from shows.

39128. With regard to attendants?—The only point is that they pay full fare on outward journey and are carried back free.

Attendants' fares.

39129. *Mr. Acworth.*—Does the last paragraph of 641—(With regard to the transit of animals, consignors must notify departure stations of the consignments to be sent off a least forty-eight hours beforehand, in writing)—apply only to shows?—Yes.

39130. All these regulations apply only to shows?—Yes; you will find them specially headed in italics.

39131. *Chairman.*—I do not think we need go into the special regulations for the conveyance of live animals by slow transit?—They are the ordinary working rates on the Nord line. I have already given the State railway rates, but generally I have used the Nord as the railway for comparison.

39132. You have the Ouest as well?—I have brought it in; it is a much longer line, and it serves Brittany and Normandy.

39133. If you like you can put in these rates?—The Nord line, I think, ought to come in, because it is the line which I believe is more comparable with ours than the others.

39134. Will you let us have the figures then?—Quick transit for horses?

39135. Give the figures for both quick and slow; take quick transit first?—For quick transit there are two rates, viz., "A" rate per head for horses, colts, fillies, ponies, and mules in consignments of three head at least; and "B" rate per sq. metre of floor area for all kinds of animals in full wagon-loads. The bases of these rates are as follows:—

Rates for horses by "Quick" transit (Nord Railway).

39136. I thought you said they were the rates actually in operation?—They are; but this is the basis on which they are calculated. There is a long table of calculated rates.

39137. This is the actual basis, not the powers?—This is the actual basis of calculation. Up to 100 km., per km., "A," 13c.; "B," 5c.; from 101 to 200 km., per km. added, "A," 10c.; "B," 3·3c.; over 200 km., per km. added, "A," 5c.; "B," 1·5c. Animals are to be loaded and unloaded by the owner at his risk.

Basis and conditions of rates.

39138. The conditions are the same, and I think it would be convenient if you gave us the rates for slow transit to follow those for quick transit?—Yes. For the Nord line there are three rates: "A," "B," and "C." Rate "A" applies to lambs, ewes, fat sheep, goats, and pigs not exceeding 50 kg. each (that limitation of weight applies to pigs only), in consignments of less than twenty head. Rate "B" applies to all the above-named animals in consignments per complete wagon reckoned at a minimum of four head per square metre of floor area. Rate "C" applies to horses, mules, colts, and asses, bulls, bullocks, cows, calves, and large pigs in consignments per complete wagon, without limit of number per square metre of floor area. The rates for these three scales are, up to 50 km., "A," 1c. per head; "B," 0·5c. per head; and "C," 3½c. per km. per square metre of floor area. From 51 to 100 km., "A," 0·8c. per head; "B," 0·4c. per head; and "C," 3½c. per km. added per square metre of floor area. In all these cases for the additional mileage the charge is an added one; it is a cumulative rate. From 101 to 150 km., "A," 0·4c. per head; "B," 0·2c. per head; "C," 2⅔c. per km. added per square metre of floor area.

"Slow" transit rates and conditions.

Jan. 10, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture

French railways—*con.*

Exceptional rates on the Ouest Railway.

Actual live stock rates on State line.

39139. Now take the last line?—From 251 to 300 km., "A," ·2c. per head; "B," ·1c per head; "C," 1⅔c. per km. added, per square metre of floor area.

39140. Those are the rates for quick transit and for slow transit over the Nord line, and you have taken that line as an example?—Yes. On the Ouest line you will find a number of special rates which do not apply on the Nord line nor on the State line—animals going to pasture. There is a special rate for bullocks, cows, and heifers going for pasturing and fattening.

39141. Is there much difference?—I cannot tell without comparing.

39142. It is exceptional for the Ouest?—Yes.

39143. I do not think we need take that exceptional rate; we are dealing with the country. The Nord is a very good example of the live stock rates in the country?—Yes.

39144. I do not think we need refer to all these special regulations. Now you come to the State line in France. There, you say, there is no maximum shown; the figures are the actual rates in operation?—Yes.

39145. You can give us those rates and they will follow the others?—Animals of all kinds in complete wagon-loads. From an analysis of the rates shown in the tariff book it would appear that up to 40 km. the charge is 12 fr. per wagon; 100 km., 28c. per km. per single-floored wagon for the whole distance; 200 km., 26c. per km. per single-floored wagon for the whole distance; 300 km., 400 km., 500 km., and upwards, 24c. per km. per single-floored wagon for the whole distance. The foregoing charges are increased by 50 per cent. when wagons with two floors are used, and by 100 per cent. when wagons with three floors are used. Then there is a limitation as to value; the rates do not apply to animals exceeding 5,000 fr. per head in value.

39146. That seems to be a general limitation?—Yes.

39147. There is also a regulation that all animals must be loaded and unloaded by the owner?—Yes, and at his risk—the same as on the Nord line and on the Ouest.

39148. That is a very comprehensive statement with regard to live stock. Belgium is about the same as France, is it not?

39149. *Mr. Acworth.*—Before we leave France. I have seen this statement very often: "Animals must be loaded and unloaded by and at the risk of the owner." Does it go right through?—For France.

39150. It seems to me to apply everywhere; perhaps you can check that?—I could not do it without referring as I go through.

39151. I have seen it a dozen times, and I wondered if it applied everywhere?—I cannot say right off.

39152. *Chairman.*—Now, let us look at Germany. Rates are the principal thing?—Shall I take the general basis of charge?

39153. In reference to the point just raised by Mr. Acworth, I see that in paragraph 679 you say, "the sender must himself undertake to load the animals into the wagons, and also to see that they are safely secured and to provide the necessary means for securing them. The receiver must unload."

Mr. Acworth.—It is the same in Belgium, I see.

39154. *Chairman.*—We are now dealing with Germany?—I have taken there the Prussian State railway rates only.

39155. That is quite sufficient. Will you give us those?—(*Witness reads*).

Prussian State railways live stock rates and conditions.

Tariff for Live Animals on Prussian State Railways.

The loading rates, which comprise distance rates and consignment fees, are calculated as follows:—

(*a*) Distance rate per sq. m. and km.

Class of Load.								
L 1.		L 2.			L 3.			
Horses and ponies, but not foals.		*Other large animals*, such as cattle, mules, asses, foals (horses up to one year), and the like; also *small animals*, pigs, calves, sheep, goats, &c., in *single-floored wagons*.			*Small animals in double-floored wagons.*			
East (the distances marked red on the map and eastern connections).	*West* (the distances marked black on the map and western connections).	For distances of		Added to the rate for	For distances of		Added to the rate for	
Pf.	Pf.	Km.	Pf.	Km.	Km.	Pf.	Km.	
2.5	3	1-100	2	100 (200 pf.)	1-100	2.67	100 (267 pf.)	
		101-200	1.75	200 (375 pf.)	101-200	2.33	200 (500 pf.	
For traffic between East and West, see note on pp. 41, 42 of the Tariff.		201-300	1.5	300 (525 pf.)	201-300	2	300 (700 pf.)	
		301 and upwards.	1		301 and upwards.	1.33 per 100 km.		

(*b*) Consignment fees for all classes: per square metre, . . . 40 Pf.

The head rates, which consist of distance rates andconsignment fees, are calculated as follows:—

Classes														
S 1.				S 2.			S 3.			S 4.				
Horses, ponies, but not foals.				Other large animals (cattle, mules, asses, foals, &c.).			Calves (up to six months), pigs, sheep, and goats.			Sucking pigs, lambs, kids, and other small animals (not more than 35 kg. each).				
Distance rate per km.		Consignment fees.		Distance rate per km.		Consignment fees.	Distance rate per km.		Consignment fees.	Distance rate per km.			Consignment fees.	
For one animal.	For each additional head.	For the first 4 head, each.	For each additional head.	For one animal.	For every additional head.	For every animal.	For the first 10 head, each.	For every additional head.	For every head.	For one animal.	For each additional head up to 10.	For every 5 additional head.	Up to 10 head each.	For every additional 5 head.
In Pfenninge.														
20	5	100	80	10	3	60	2	1	20	2	0.5	1.5	10	60

The minimum freight for each class is:—

Class S 1, ...	3 M.
Class S 2, ...	2 M.
Class S 3 and S 4, ...	30 Pf.

(1.) Horses, etc., in specially constructed wagons are subject to the following special rates:—

Distance Rate per Km.		Consignment Fee.
For One Head.	For each additional Head loaded in a Wagon.	Per Head.
30 Pf.	10 Pf.	1 M.

(2.) The minimum freight is 3 M. per consignment.

39156. For temporary accommodation provided by the railway company they make a charge the same as in France?—Yes; stallage accommodation. It is free of charge at certain points, provided the cattle do not remain longer than twelve hours on the premises. If they remain longer than that time, then stallage per head and per twelve hours begun is charged for the additional period as follows: For horses and other large animals, 10 Pf.; for small animals (pigs, sheep, calves, goats, lambs, etc.), 2 Pf. Minimum fee for the total number of animals housed at once, 1 mark.

39157. That finishes this portion of your evidence. Would you like us to go on with these other tables or prefer to wait until the others are ready?—I think it better if we took them all together. On this day week I shall be ready.

39158. I rather think it is just possible that there may be some alteration made in the sittings. I am afraid from what I have ascertained that we shall not be able to sit on Friday at all?—Will Thursday be the latest day?

39159. I don't know. I think it will be the latest day?—I will make an effort to have everything ready then. If I might dispense with minute calculations, which do not materially affect the results, it would reduce the labour by half.

39160. *Chairman.*—Items so small as to have practically no bearing on it may be struck out. Instead of going into all those little charges make a general estimate to cover it. Make some allowance for it. There is a penny for this and a halfpenny for that, which is always charged, as for instance, when posting a consignment note. If you go into all these charges it will just double the labour.

39161. *Mr. Acworth.*—Of course I don't want to give Mr. MacNulty any trouble. Can we take this general point that all these charges have to be increased by a penny or three halfpence for so and so?

Chairman.—That is what he says he will do without going into all the details.

39162. *Mr. Acworth.*—I should be exceedingly sorry to make him work them out?—(*Witness*)—All the comparisons made up to the present include these charges carried to two decimals of a penny.

39163. *Mr. Sexton.*—Could you give us the total amount of accessory charges that could be made applicable to any one consignment of merchandise, or of animals, respectively?—Yes; showing how they are made up.

39164. *Chairman.*—You will find it is so small that it won't make any difference?—I will be able to have them made up.

The Commission adjourned till Monday, January 13th, at 11.30 a.m.

SIXTY-FOURTH PUBLIC SITTING.—MONDAY, JANUARY 13TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN, Secretary.

Jan. 13, 1908.

Mr. W. L. MICKS examined by the CHAIRMAN.

Mr W. L. Micks, Member of the Local Government Board (Ireland).

39165. Mr. Micks, I believe you are a member of the Local Government Board of Ireland?—Yes.

39166. Now, have you considered the question that we have to deal with—have you given attention to the subject?—Yes, sir.

Weak financial position of many of the Irish railways.

39167. Do you think that the existing state of things is adapted to the requirements of the country?—I am inclined to think that the financial position of many of the railway companies is not good enough to enable them to spend money on the development of traffic and to spend that money in the hope of future returns. I think their income and dividends are so narrow that they could hardly be expected to run risks.

Further railway extension in Ireland required.

39168. Do you consider that there are districts in Ireland that require further railway development?—Further extension of railways, certainly.

Improbability of private enterprise providing new railways.

39169. Do you consider that under existing circumstances there is any probability of private enterprise providing the capital for these railways?—I do not think there is the least chance of that. There has been no sign of that for many years, except the Waterford and Rosslare line.

39170. And you also consider that it would not be fair to the existing railway companies to expect them to find the capital and incur a loss?—I do not think it would be possible to expect them; they could not do it.

39171. The development of the railways would be of immense advantage to the country generally?—Undoubtedly.

39172. And more especially to the districts through which the railways run?—Yes; but I do not expect them to lower the rates.

The existing railway management as good as could be expected.

39173. You do not want to say anything about the management of the Irish railways?—I think it is as good as can be expected. I do not know much of it, but I have been travelling over them for thirty or forty years.

39174. You are not here for that purpose?—I have no personal complaint.

39175. You are rather dealing with the general question?—Altogether.

State purchase and unification of the railways recommended and scheme suggested.

39176. Well now, failing the railway company finding the capital, or private enterprise finding the capital for further extension, what do you suggest to be the best way of dealing with it?—I think the companies might be bought out by some operation of State finance.

39177. The whole of the companies in Ireland?—The whole of the companies and all merged into one.

39178. Are you clearly of opinion that it would be for the benefit of Ireland?—I think it would be.

39179. And you have given the subject consideration?—Oh, for many years.

39180. Well now, have you thought over any scheme by which that could be done?—Any financial scheme?

39181. Yes?—There is one which I suggest as a very simple scheme, viz., that the United Kingdom or Great Britain should find the money, buy the railways, and hand them over to an Irish authority to work.

Control by an Irish authority essential.

39182. You are clearly of opinion that the Irish railways, for the benefit of Ireland, should be worked by an Irish authority?—I think so; it would be far better for traffic.

39183. Have you thought over the question as to how that body should be appointed—the local body that you suggest?—I think it might be elected.

39184. Elected?—Mainly elected.

39185. In what way? Have you thought of the question?—Not as a definite suggestion, but I will give you an illustration—for instance, the administrative counties might appoint, say, twelve, the county boroughs might appoint eight, and the towns grouped together, eight more. That would be twenty-eight members; then the Government might nominate one or two, so that it might be kept informed of what was being done, and I think that the chairmen of, say, the five leading railways might be appointed as *ex-officio* members of that body for the first five years, if they were willing to act.

39186. Do you consider that the amalgamation of the railways into one system would effect any tangible saving in the working expenses?—It is bound to effect a very large saving.

39187. Unified management of a unified system could, you think, be worked much cheaper than the various companies?—Far more cheaply, I am sure.

39188. Well now, have you thought over what you would do with the existing companies? For instance, there are a large number of officials connected with Irish railways, have you thought out any scheme by which no injustice would be done to them?—I think it would be inequitable and wrong to injure any man's income or fees without giving him full compensation, either by way of annuity or gratuity, and if by annuity, they might be given power to commute that for a lump sum, so as to clear the matter off as far as possible at once.

39189. Do you think then, assuming your proposition could be realised, the railways becoming the property of the State and worked by an Irish authority, have you thought out any plan by which extensions could be made—should the State find further capital for these extensions?—In saying the railways are to be bought out by the State, I mean that the State money should buy them, and that they should be handed over to become the property of a department here in Ireland, not that they should remain the property of the State.

39190. Do you mean that the State should lend its credit so as to enable the capital to be raised on easiest terms?—I mean it should raise the money and pay it. Having regard to the financial relations between the two countries, I do not think it would be unfair or wild to ask that such a payment should be made for the benefit of Ireland.

39191. Supposing the net result of the working of the railways was a large deficiency, how do you suggest that that deficiency should be met?—The Irish authorities would take railways over, and therefore become responsible for them.

39192. They would be responsible for the interest on the capital?—Oh, no; they would get it as a gift. My idea is that it should be a gift. The Irish authorities should get it as a gift from the British Exchequer.

39193. Have you thought that out?—I have.

39194. Why do you suggest that?—Because I think it really a very good opportunity of getting an *amende* in respect of what is due in a financial way. Ireland has lost enormously—two or three hundred

millions, I think, and the question of forty millions for the railways would not be an unreasonable thing to ask for.

Examined by Mr. SEXTON.

39195. Do you consider, Mr. Micks, that for the proper completion of the transit system—the Irish transit system in relation to development—a great many links and branches are still required?—A great many; there are a great many parts of the country where extensions are required. I could give instances.

39196. That indicates the need not only for a large but for a methodical expenditure?—It does.

39197. And apart from other considerations, it indicates that there ought to be some strong central body to secure an even system of working?—An even system of working and some more favourable system of rates.

39198. Well, you, no doubt, are well aware of the recent course of grants in relation to Irish railways, how they have become rarer and smaller, and are now cut down to the Irish Development Fund, which is itself exhausted?—Yes.

39199. Do you then see any prospect of the construction of the necessary links and branches within any reasonable time except by the organisaton of an Irish body having control of the railways as a whole and being in a position to devote the resources of the whole system to the needs of any part of it?—I think that would be desirable. Of course money could be voted, but that would only affect a part of the question; that would not affect the freights.

39200. If you make your plan dependent upon large continual grants you expose it to a hazard?—You do, and to promotion schemes.

39201. Looking to the urgency of the need—the importance of proceeding without delay—is it not prudent to consider in what mode we could effect a self-supporting plan?—I think so.

39202. You infer then that for the purpose of completing the traffic system, and bringing our back districts within reach of the markets, apart from the question of rates, a central authority, working a united system, is required?—I think it would be desirable.

39203. There seems to be no other way of getting the additional lines?—They come so slowly recently that it seems to be the best way at all events.

39204. Diminishing from a stream to a trickle, and from a trickle to an ooze. And the local authorities are not inclined to give guarantees?—I think they gave too many already.

39205. There is a question previous to this, with which you have dealt in your evidence: do you consider that in the interests of Ireland, the rates and fares should be revised?—Oh, certainly, for the purpose of encouraging and facilitating the development of traffic and manufactures.

39206. You are, no doubt, familiar with the scale of passenger fares in other countries?—No, I am not.

39207. I suppose you know that in Belgium and other countries——?—I have read about them, but I have no personal knowledge of the rates anywhere in fact.

39208. You hvae given great attention in the course of your long official career to the conditions of the income and wages of the working populations in Ireland?—Yes.

39209. Do you know that the average number of railway journeys per head of the population in Ireland is only one-fourth of what it is in England?—I have seen that in the evidence.

39210. Do you consider that, having regard to the actual wages or income of the Irish labourer, workman, and small occupier, a rate of a penny a mile is prohibitive to him and his family —Oh, they could not pay it. They have to borrow the money to go to England, as a rule, and pay it back.

39211. If the fares were on the Belgium system, say, instead of the present, there might be more development of railway traffic?—I should not be hopeful of great development until there is a development of the resources of the country behind that.

39212. Assume a development of the resources of the country, would not an increase of railway travelling benefit health, business, education, and other great public interests?—Yes.

39213. And eventually lead to recoupment and further profit?—I am sure there would be profit later on.

39214. Do you know the Return of the Board of Agriculture on imports and exports?—I have seen it. *Jan. 13, 1908.*

39215. Have you observed in the course of the last twenty years the enormous development of imports of food supplies to Great Britain from abroad?—Oh, yes, from Great Britain and from abroad. Mr. W. L. Micks, Member of the Local Government Board (Ireland).

39216. I speak of the whole period?—Yes.

39217. Comparing now with twenty years ago?—Yes.

39218. From Europe and from the most remote countries of the world?—You mean raw material?

39219. I mean food, chiefly food?—I was thinking whether you meant flour or wheat. Irish export trade in food stuffs retarded by high rates.

39220. I would mean both?—Of course there is an enormous importation of wheat, but flour has fallen off a good deal.

39221. We know that the imports to Great Britain of food supplies from the Colonies and foreign countries is enormously in excess—several times as much as the value of the food exports from Ireland?—Yes.

39222. Have you contrasted that great development of imports from abroad with the stagnant and rather dwindling Irish export trade under some of the most important heads?—I really did not contrast it in that way, but I know the very small trade we have got, and I can see and I believe that it is capable of great development and extension, so I think that dealing with the railways by putting them under a national body here, and at the same time developing the resources of the country through a Development Department, would be bound to increase the traffic. Imports to Great Britain from the Colonies and foreign countries.

39223. When you find that countries very remote supply large quantities of food to Great Britain, and that Ireland is in a minor position notwithstanding her situation so close to Great Britain, does that suggest to you that the transit rates—the Irish export transit rates, put Ireland under a disadvantage?—I think it is one of the factors that put Ireland under a disadvantage, but I believe there are other more important factors.

39224. It is not the only factor, but when you find that ingenuity and enterprise are exhausted in providing low rates and great facilities for imports to Great Britain from distant countries, and that Ireland is scarcely able to maintain its former position in the trade, does not that lead to the inference that an adjustment of the export rates to the needs of Ireland would have important results?—Certainly. When you find butter and bacon imported with subsidies from a foreign Government competing with us, the rates, whether they are higher or not, are higher than people in Denmark have to pay, and one wishes some revision of the system. Necessity for the adjustment of export rates to enable Ireland to compete properly.

39225. One would suppose that Ireland, from her position in relation to Great Britain, would be able to dispose of all she could produce there?—One would suppose that.

39226. It is not the case?—It is not the case—bacon, butter, eggs.

39227. The agricultural products of Ireland might be greatly extended?—Oh, yes, they should be capable of being put on a much better basis.

39228. Now, have you observed, from the Return of the Department, that in 1905 we imported into Ireland food and food supplies to the value of nine million pounds sterling, and other goods to the value of eighteen million, all of which are produced, or might be produced, in Ireland?—I observed that the imports were very large indeed, and that some of them we ought to produce. Excessive import of food supplies producible in Ireland.

39229. If the total import of fifty-five millions sterling is half made up of articles which are or might be produced in Ireland, is not that a very serious state of things?—Very serious, and one that could be remedied.

39230. Disastrous?—Disastrous.

39231. And, then, if you find side by side with that a system of low import rates from Great Britain into Ireland, giving the utmost facilities to the importer, and a system of high inland rates putting obstacles in the way of the local producer, you have a relation of cause and effect established?—A still further disadvantage, of course. Assuming that to be heavy enough to operate, as I believe it is. Adverse operation of low import rates on Irish industries.

39232. If we had a system of inland rates on a parity with the system of through rates from England, might we not hope that a great portion of the food now imported, and of all easily producible articles now imported, would in future be Irish products?—I have not considered that.

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39233. If the conditions of transit which now obstruct the Irish manufacturer were removed and fair conditions substituted the direct effect would be to stimulate Irish production? It would tend that way, but there are other matters more important.

39234. So far as it goes?—So far as it goes.

39235. And *pro tanto* to reduce emigration?—Yes.

39236. And to increase the revenue?—Yes.

Inability of the existing companies to appreciably reduce rates.

39237. Now, such being the weighty and urgent need, you say that the companies cannot meet it?—I do not think they can afford it, owing to their circumstances.

39238. You say they cannot do it, considering all the circumstances?—Considering that a great number of the companies are not in what you would call a prosperous condition, they could hardly afford, I should say, to run risks in hope of developing traffic.

Reluctance of commercial companies to surrender profits by experimental reductions in rates, etc.

39239. Well, that brings us to the consideration of the commercial system of transit; will any commercial company, established for profit, voluntarily consent, unless its profits are very large, to surrender part of its profits in the hope of some indefinite future return?—Not unless they believe that the future return is pretty certain.

39240. Unless the prospect of recoupment is near and certain?—Fairly near and certain.

39241. That is not the case in this matter?—No, it would be rather remote.

39242. I daresay you agree that the ruling circumstances in this case are, on the one hand, the amount of the capital, and on the other the amount of the net profits?—The net profit being narrow.

39243. The relation between these two is the determining factor?—Yes, there are other factors—that the population is diminishing, and that traffic would naturally diminish with diminishing population, and also you have the fact that industrial occupation is not increasing materially.

39244. Taking then the amount of the capital, the amount of the net profit, the diminution of the population, and the general prospect, do you say that it is impracticable for the companies to lower rates?—I do not think it is reasonable to expect Irish companies to try to develop traffic.

Vast inflation of Irish railway capital due to Parliamentary costs in obtaining Bills.

39245. May I ask whether you consider that the amount of capital has been vastly inflated by reason of the fact that all the legislation has had to be done in London?—I certainly think that. Under the question of saving I have noted that, and I am prepared to mention something about it later on.

39246. Just one other question, first, the inevitable effect you will agree of having to resort to London for every Bill was to lift the level of Irish expenditure, Parliamentary costs, and general expenses, to the British scale?—To an unnecessary scale.

39247. Towards the British scale—take Parliamentary fees?—I do not know what is necessary over there, but here it should be quite unnecessary.

39248. Exactly. When you go to London for a Bill, your Parliamentary fees and costs are on the British scale?—They are large.

39248A. They are the same.

Chairman.—Just the same.

39249. *Mr. Sexton.*—If you go to London you have to pay the Parliamentary agents and all the other gentlemen the same fees as an English railway?—Yes.

39250. Is not that an explanation of the mass of capital—the inflated capital of the Irish lines; supposing the Irish Legislature had continued in existence and had passed all the Irish Railway Bills, would the capital of the lines be forty millions now?—I do not know.

39251. What the excess so caused might be?—I do not know what they would come to per cent.

Average Parliamentary costs for British railways.

39252. We know, Mr. Micks, that British Parliamentary costs have ranged from £4,000 to £14,000 per mile, and that one solicitor's bill for promoting a railway was £240,000.

39252A. *Lord Pirrie.*—£240,000!

Future legislation for Irish railways should be arranged in Ireland not at Westminster.

39253. *Mr. Sexton.*—Yes, for promoting one line, then may I take it that you attribute a substantial part of the Irish capital to the expense of legislation in London?—I was not thinking of the expenses in London from that point of view, I was rather thinking of the future, that any future development of the Irish system and any future arrangements that ought to be made, ought to be done not at Westminster but in Ireland.

39254. The aim of my question is to submit that the extent to which London legislation has inflated the capital of the Irish railways gives us a special claim on the Legislature for the settlement of this question?—I can see the force of it, but it is not of that I was thinking.

39255. Do you think it reasonable?—I do think it reasonable.

39256. As to the net profit, there have been a series of Acts passed for the interest of Great Britain and without regard to the interests of Ireland, which have had the effect of reducing tillage and increasing pasture, which gives little employment and reduces the population of the country?—And reducing manufactures. Yes.

39257. There again the Legislature, for the convenience of Great Britain, has dictated a course of action detrimental to Ireland?—They have; for the interest of the majority in Great Britain legislation was passed which was injurious to the majority in Ireland.

39258. Those who passed the Acts did not concern themselves about the effect on Ireland so long as they were useful to Great Britain. Now, do these facts suggest to you that apart from overtaxation Ireland, by reason of the inflated capital and by reason of the legislation which has brought Ireland to the present miserable pass, has an irresistible claim to the settlement of this railway question so as to help the country?—I think she has a claim which ought to be irresistible.

39259. "Ought to be"—if it were dealt with as it ought to be?—Yes.

39260. Well, now, if the companies cannot reduce the rates, how is the reduction to be obtained? You say only by public purchase and united working?—That is what I think.

39261. And you have said that the Imperial legislature might very well make Ireland a gift of the Irish railways?—Yes.

39262. The nominal capital and the market value of the capital being about forty millions?—I was assuming that figure, which I saw mentioned.

39263. Yes, curiously enough, the nominal and market value are very much the same, taking it all round?—Yes.

39264. Has the finding of the Financial Relations Commission on the overtaxation of Ireland ever been seriously disputed?—I never read or heard anything seriously advanced against it.

39265. We sometimes hear jests on the subject, without any argument, but so far as the question of overtaxation is concerned has any Committee ever been appointed, or has any competent man ever raised the question, that the finding was unsound?—I never heard anything except the question of whether Ireland had got some set off, but I have never seen how that could be.

39266. Then it appears that in the century since the Union, the richest country in the world has extorted from the poorest country two hundred to three hundred millions sterling of unjustifiable taxation?—I believe that the figure is $2\frac{3}{4}$ to $3\frac{1}{2}$ millions a year.

39267. These are the facts upon which you ground your statement?—I think that there is nothing unreasonable in the Irish case.

39268. If the legislature, by way of an indemnity, were to make a gift of the Irish railways to this country?—That is my view.

39269. At any rate, whether they make a gift or not, you think it essential that the railways, if united and worked for the public, should be owned by Ireland?—I think they ought to be.

39270. If they were not owned by Ireland what security would Ireland have, having regard to past experience, that the surplus realised, which ought to be used for the reduction of rates, would not be appropriated to some other purpose?—I think it would be hopeless to get them managed from the other side. As a matter of administration I think it would be hopeless.

39271. Could any administration but an Irish one apply itself with a single mind to the question at issue?—It could not. It would not have the knowledge nor the time.

39272. Would not a non-Irish administration be liable to the same kind of influences which have brought Irish railway management to the present

pass?—I think that State Department management would be a mistake.

39273. It should be Irish management?—I think it should be.

39274. And elective—substantially elective?—Mainly elective.

39275. With an advisory element of a nominated class?—Only for the first few years, five or ten, I would put the Chairmen of the five or six chief Irish railways on if they would go.

39276. As in the case of the Local Government Act?—Yes, as the members of the Grand Jury were nominated to the County Councils. And then the Government, in regard to the great many questions of Government importance that arise—moving troops and matters of that sort—I think the Government should be fully informed of everything that is going on, and should have one or two members always there.

39277. But the virtual and substantial power of the body should be elective?—Yes. The illustration I gave to your chairman was that the body should consist of twenty-eight members, with one or two Government members, and also, for the first few years, five or six chairmen of the present railway companies.

39278. If the gift is not made, would you say then that, at least, the Treasury might place the Imperial credit at our disposal to float a loan, and that Ireland would be willing to repay the loan, if that were necessary, in order to obtain the administration of the railways?—I do not like to go back from what I said on that point. I really think it should be a gift.

39279. But suppose we find, Mr. Micks—you see you have admitted the urgency of the need that exists, both from the point of view of our great export trade, and from the point of view of the development of Irish manufactures at home—you have admitted that we cannot go on as we are—supposing we find that our friend, the predominant factor, is not in a giving humour?—I think it is not a matter of beneficence, but of common honesty.

39280. He would consider it a matter of gift. I want, as far as possible, to secure that if one thing is found to be not available, there should be another left—at any rate that the question should be settled. I agree absolutely with you that a gift might be made, and should properly be made?—If they would not make a free gift of money, then, I suppose, some financial arrangement might be made. Personally I should consider it very unfair.

39281. Yes, but if that unfairness should be insisted upon, we should, at least, have the use of the Imperial credit for the purpose of floating the loan?—I suppose that would be the next best thing.

39282. Supposing even that were not available, and we were told that we were not to have the Imperial credit, should you prefer that Ireland herself should be allowed to raise the money on the credit of the railways and the rates, rather than the present system of railway management should continue?—I have not considered that, and there are so many tremendous burdens on, and coming on the country, that I really would hesitate to say anything about forty millions more until I looked into it a little more. You have, at present, the National debt of sixty millions in Ireland—I suppose our share would be that.

39283. Under what head—Land Purchase?—No. National Debt.

39284. I am not aware that they apportion the National Debt?—Take it according to the percentage between the three countries—divide the liabilities and it would come, I thought, to something about sixty millions.

39285. British finance in Ireland is very simple. They raise all they can, they maintain a costly Government for Imperial, not for Irish purposes, and then they keep the balance. That is the system in this country?—Assuming that we are paying on sixty millions of National Debt, it might be said we are responsible for sixty millions.

39286. They raise a revenue of about three millions in Ireland, as admitted, over what it ought to be, and after having paid for an expensive Government, maintained for Imperial purposes and not for Irish, they keep the balance. What more can they do?—They apply that according to the different charges—Home Office, Foreign Office, and expenditure like that.

39287. When they keep it all what more need be said?—I think one and a half millions is down in some returns for interest on National Debt paid out of Irish taxation.

39288. Do you consider, having regard to the past and present, that Ireland has a good claim to have the whole balance of her revenue used for the development of her industries, that for a period, at any rate, the revenue actually raised in Ireland ought to be applied to the development of Irish industries?—That was the very fair and reasonable recommendation Mr. Childers made in the draft report for the Financial Relations Commission.

Ireland's surplus revenue sufficient to finance a railway purchase scheme, and develop the country's resources.

39289. If Great Britain would allow, for a period, the revenue raised in Ireland to be applied to undo the evils of the past, and to bring Ireland up to the ordinary level of a modern country, that would go far to solve all difficulties?—That would enable you to get a loan.

39290. It would; if they allowed us our own revenue we need not trouble about any loan. Then, the evils being what they are—restriction of our export trade, suppression of our manufactures, and a disastrous drain of emigration—would you say that the railway question ought to be settled now, that if we cannot have a gift, let us have Imperial credit, and if we cannot have Imperial credit let us borrow for ourselves—at any rate let us have the question settled?—I think the most important thing is to settle the railway question in conjunction with the development of the country. I am afraid there would not be very much use in getting the railways if you had not power to develop the country to make traffic.

39291. If the revenue of the country were placed at the disposal of the country for a term of years it would be possible to deal with the whole question?—It would.

Compensation of the existing officials in the event of State purchase.

39292. As to compensation of officials, have you any knowledge of what has been the practice of the railway companies—the Irish railway companies—in relation to officials and employees discharged by no fault of their own, say, in the case of amalgamation?—No, I have not.

39293. You say that having regard to the great savings that would be made, compensation should be given. The measure of it would depend on the amount of the saving?—No. Equitable grounds and fair play require that employees should be fully compensated for the loss of income.

39294. Equitable grounds are sometimes considered in a more or a less liberal way. It would, in some measure, depend on the amount of margin?—I should not think so. I would give them their compensation at the time of the change. It would depend on the income they received.

39295. But upon some scale?—Upon their actual receipts.

39296. *Lord Pirrie.*—What they are having?—What they are having.

39297. *Mr. Sexton.*—Upon a certain scale of years?—If a man was entitled to a salary I would give him an annuity and allow him to commute it. If a man were getting fees I would take the average of fees for a number of years and give a lump sum.

Method of acquiring the necessary funds.

39298. Yes, but the greater or less amount of the compensation would, no doubt, be influenced, I submit, by the price at which the shareholders were willing to sell the lines, and by the co-operation of the Treasury?—From my point of view it ought not to be influenced by anything except the fact that their rights should not be injured.

39299. I hardly understand. If the country were obliged to give a very high price for the lines, and if the Treasury refused co-operation, the means of affording compensation would be different from what they would be if the shareholders sold at fair or moderate prices and the Treasury gave the utmost help?—Even on a most liberal scale compensation would be a bagatelle.

39300. Of course it would be possible to raise money for the purpose of compensation and to add this to the general loan?—Yes.

39301. So that it would be a comparatively small addition to the annual charge for interest?—Yes.

39302. Or if we received an adequate gift, the compensation might be paid out of it?—Certainly.

39303. Just one other point. I understand you to say that a railway system being established——?—About the saving. I do not know whether you were going to ask about that.

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39304. One reason why you say it is inevitable to have a public system is that there is no other way to make a sufficient saving?—It seems to me, if you do amalgamate you will have very large savings.

39305. Very well, let us examine that. Apart from the gift altogether (if we had the gift there would be great saving, but apart from the gift altogether), if the loan were implemented by Imperial credit it would be obvious that, the lines being sold at a fair price, there would be a considerable annual surplus out of the present net profits?—Yes.

The savings resulting from State purchase sufficient to provide funds for reducing the rates and fares.

39306. That is unquestionable?—Yes, even on the present scale of rates.

39307. That would be a fund for the reduction of rates and fares, experimentally, if you like?—Experimentally.

39308. And within the limits of the fund?—Yes.

39309. Without risk of any loss?—Yes.

39310. Well then, when you have a united system, worked by one administration, instead of six large ones and a number of smaller, there would be additional and large savings over the whole field of administration?—Yes.

39311. It is sometimes suggested here that only the directors' fees could be the subject of economy. Surely they are an insignificant part of the matter?—I see they were estimated at £18,000, but that would be a very small part of the whole.

Reduction in cost of administration.

39312. If every director continued to receive his fees for the remainder of his natural life, it would make very little difference one way or another?—No.

Economy in working, on the general services.

39313. Do you agree with me that the real substantial savings would not be upon such small incidentals as directors' fees, but upon the general service, the main heads of administration—locomotives, carriages, wagons, permanent way, and so on?—Yes. Something could be gained upon salaries and fees. You would have one rolling stock common to the whole country, instead of the sets of rolling stock which the various companies have; it might be smaller and more available generally—interchangeable. Then rolling stock would be made in the country at a lower cost than is paid for the locomotives and wagons that are imported. Another small item is that you would have no expense for paying canvassers for traffic; there would also be a reduction in the ordinary legal expenses. I suppose that a large proportion of the receipts of the solicitors of the various companies are incurred in connection with differences of opinion between the various companies.

39314. There would be not only no canvassers, but no hauling of traffic by devious routes, no unnecessary trains, no duplication of services?—Quite true; I had not thought of that. Then I think that one of the heaviest heads would be one that you have already alluded to, viz., the enormous expenses of Parliamentary procedure.

39315. There would be no Parliamentary costs?—No.

Abolition of Parliamentary and legal costs.

39316. No Parliamentary contests and no litigation?—There would be no litigation, because there would be only one company and no one to compete with them in respect of the various ways of sending traffic.

39317. There would be no litigation between companies?—There would be only one body.

39318. Experience seems to show that where railways are conducted in the public interest, and where the administration therefore has no motive, no inducement, to act unfairly, or to resist any reasonable claim, litigation or even dispute is reduced to a minimum?—It would disappear.

39319. And if there be any need for an authority to settle disputes, we should find plenty of models in the countries which now have State railways?—Yes.

Cheaper and more convenient facilities assured to the public.

39320. Would you proceed with your enumeration of savings?—I think that is all. Great saving would result to the public from having through rates published. It would be very convenient to have published rates; everyone would know how much the through rates would be; they would not have to negotiate and make inquiries.

39321. The difference appears to be that on the Continent everyone knows out of a book not only what he will have to pay for any consignment to any place, but also what any incidental charges may be; whereas in Ireland you must go to a certain railway station, ask for a certain rate-book, and then you get one figure; you are unable to say of what elements that rate may be composed, or what service terminals may be included in it. The plan on the Continent is to give the maximum of information, whereas in Ireland it is to give the minimum of information. Which do you prefer? Which is the better for the public?—I do not blame the companies very much; I think they are doing perhaps as well as they can; but I would rather have low rates with a new system.

39322. I think that the Irish companies are the victims of London legislation upon railways and upon general subjects, and that they have been subject to the dominating influence of English lines. The Irish railway companies may perhaps be called martyrs to circumstances?—That is the way in which I have regarded them in my suggestions.

Examined by Mr. Aspinall.

39323. You mention in your proof something about railway extensions that are desirable?—Yes.

39324. Where do you consider that they are desirable?—A short line that would be most useful would be one to Castlecomer in County Kilkenny. There is anthracite coal there which would, I understand, be very valuable in connection with suction gas.

39325. Anywhere else?—Arigna.

39326. We have already heard a great deal about that?—Westward from Arigna. But I think that the Castlecomer line is perhaps the more important. A very short line of five or six miles would join Castlecomer to the line between Ballyragget and Kilkenny.

39327. Have you any other place in your mind?—Yes. A small line which I think desirable would be from Magilligan, to assist the fish trade, in connection with the Northern Counties Railway. Then on the west coast of Donegal the light railways avoided the seaports very much. I think it would be a great advantage to have a line touching Ramelton, running round by the sea coast where most of the population is—Ramelton, Milford, Downings Bay, and joining the other line at Creeslough.

39328. Have you come to the conclusion that new lines are wanted in connection with your public work?—No.

39329. Or is it your private opinion?—It is not in connection with my official work at all. Another line would be from Bundoran to Sligo; that would complete the connections for Sligo.

39330. You mention in connection with these lines another matter which I should be glad to have explained. You speak of the avoidance of deep-water harbours by railways. What do you want to convey by that?—I want to convey that in Donegal, for instance, the railway was made across country; it was made from Letterkenny across country instead of round the sea coast, where the population is and where the harbours are.

39331. Have you any other instances of that?—Donegal is the main one; the Galway and Clifden line is another instance.

Examined by Mr. Acworth.

39332. I will not attempt to discuss the right of Ireland to a forty million grant from England, but I daresay you are aware that the English people do not agree?—I did not know that they considered that.

39333. I do not want to argue it, but as far as I understand you would not expect an English Minister to introduce a grant of—I think you said that £200,000,000 was the amount really due, did you not?—I did not put any amount forward, except as a reason for considering a fair claim.

39334. You would not expect an English Minister to be ready to acknowledge the right of Ireland to receive a sum of that kind gratis?—He might be rather unwilling to do so.

39335. And you would not suspect their *bona fides* in not seeing the matter from your point of view any more than we should suspect yours?—It is from the English point of view I am talking. I am not talking from the Irish point of view. I am speaking from the point of view of the English experts who gave that opinion.

39336. You mean that you are quoting the Financial Relations Commission?—Yes.

39337. I see; but I do not understand how you get the amount. Was not the sum they mentioned £3,000,000?—£2,750,000—up to that time, of course; it has been heavier since.

39338. It would be a long while getting to £200,000,000?—There have been 107 years.

39339. Did it begin at $2\frac{3}{4}$ millions?—That I take to be the average.

39340. I see now how you get it. Supposing England wiped out the capital of the railways, clearly, whatever method of management were adopted, the railways would be able to afford to charge lower rates, having no capital to pay?—They could.

39341. Broadly speaking, they could cut down all their rates by one-half?—They could do a great deal.

39342. Roughly speaking, the railways spend one-half their gross receipts on working expenses, and the other half on interest on capital?—Yes.

39343. So that, supposing you had the railways presented to you, the capital wiped out, you could reduce the rates by 50 per cent. at once?—I do not suppose it would be worked that way, but it could be done.

39344. I mean, there would be the money to do it?—Yes.

39345. That, of course, would be independent of the method in which the railways were worked, would it not?—I should not suggest such a reduction of rates.

39346. No; but the funds available either for new improvements or for the reduction of charges for existing services would be the same whatever form of management the railways were under—even if the present companies were continued?—Quite so.

39347. So that it is not on that account that you advocate what I think you called "national management"? It was not on that account.

39348. You advocate it as being good in itself?—Yes, in connection with the development of the country.

39349. I want to understand a little more about this board of twenty-eight people. What is the Board going to do?—It is to act like a Board of Directors.

39350. Would you suggest, for example, that a Board of Directors fixes rates?—It would have power to act for the area within its charge in the same way as the Great Northern Railway does for the area within its charge, subject to the law.

39351. As a matter of fact, do you suggest that the Board of the Great Northern Railway alters or fixes rates—that it changes a 5*s.* rate to a 4*s.* 3*d.* rate, and does that sort of thing?—They are tied by certain restrictions, of course.

39352. Do you think it ever comes to them at all? Do you not think it is done by the general manager, or the general manager's subordinate, or the general manager's subordinate's subordinate?—I should hope that that would be the way under the new system, that you would have your highly qualified managers, and that things would be left very largely in their hands, as they are by directors at present.

39353. Your view, as I understand it, is that practically you would have the same kind of management as at present, except that it would be all one organisation; the elective body would have the same sort of powers as a Board of Directors has now?—Yes. Their object would be the good of the country, whereas the object of the other people is the acquisition of a good dividend.

39354-5. What is your experience on this point. You have had a good deal of experience at the Local Government Board, I suppose. Does a public authority generally make 20*s.* go farther than a private business man. Take all the Boards of Guardians, and people of that kind that you know about up and down the country?—Some Boards of Guardians do, but I do not say the majority do.

39356. Taking them up and down the country, would you say that you would expect them to make a sovereign go as far as a private business man would?—I should not like to offer an opinion upon that.

39357. You are not confident?—The rates in some unions are very low, too low; in others they are too high.

39358. I was not discussing what the rates were; I was discussing the question of getting value for money?—But it turns on the question of poor rates in the case I was considering.

39359. Surely not. What I am considering is not how much money you spend, but the spending of it economically. What I asked you was whether you thought the ordinary local authority spends its money as economically, and gets as good value in butter, bacon, or whatever it buys, as the private trader?—I think most of them do.

39360. You think they do?—I think so.

39361. That is your own personal experience?—It is.

Examined by Lord PIRRIE.

39362. May I take it that the evidence you are giving is on behalf of the Local Government Board?—Oh, no.

Witness's evidence not given on behalf of Local Government Board.

39363. It is your individual view on this important subject?—Absolutely.

39364. From the eviednce you have given I take it you consider, as a result of your experience of Ireland, that if the British Government did what you believe to be justice to Ireland in returning some of the money they have received from us, the first duty of an Irish body should be to take over the entire management of the Irish railways, and that without the development of the Irish railways and the reduction of freights it is impossible to increase the population, or to raise up manufactures; am I right in that assumption?—Not altogether; I should put development first, and railways second.

Claim for industrial development on the public funds, a prior one to Irish railways.

39365. What do you mean by development. What would be the object of building a big factory in one of these congested districts where there was no railway to convey the material to build the factory?—You could not do it.

39366. Would you not be doing the very thing about which Mr. Sexton has asked you. Would you not be increasing the cost of that mill or factory to such an extent as to make it impossible to work it; would you not be putting the cart before the horse?—You could not put up a factory where communication was not at the door; you would look for water carriage first and rail last.

But grants for both purposes urgent.

39367. What is in your mind with regard to developing; do you expect another grant?—Certainly.

39368. In addition to the grant for the railways. The first grant for which you would ask the British Government would be for development?—Yes. I have already made a report—at the time of the inquiry into the Department of Agriculture and Technical Instruction—and there the suggestion I made was that development should be undertaken. There was a concrete case in Kilkenny at the time. The people raised a capital of £18,000 for the purpose of establishing a woollen mill. They had not a single person in Kilkenny trained to work at the looms or other machinery, and I suggested that for the first three or five years the Development Department should be placed in funds to give practical instruction to the green hands until they became profit-earning; that would be for a period estimated at from three to five years. I do not know whether you follow me?

39369. I do. But how much would the Development Grant be per annum, probably?—I suggested a million per annum.

A grant of one million per annum for 20 years for agricultural and industrial development suggested.

39370. That is merely a grant of three or five millions according to whether it is for three or five years?—Oh, no—for, say, twenty years, to be spent on agricultural and industrial development, like Kilkenny, where you would say, "You have spent so much on machinery, so much on power and buildings; we find that will be at a loss of, say, £2,000 the first year, £1,500 the second, and £1,000 the third, in working this factory, owing to having only untrained hands to work with." What I suggest is that that loss should be borne by the Development Department—that they should examine the books and be aware of everything that went on there, and bear the loss resulting from working with untrained hands.

39371. That would be a bounty to that particular manufacture?—It might be called a bounty to that particular manufacture. But I should not call it a bounty. I should say that it was an equivalent of the technical instruction that is given in England. There is a large grant for technical instruction in England—and there is also a grant in Ireland—and it is spent here on giving technical instruction to people, most of whom never become work-people.

39372. I am sure that the question of development is a very important one for Ireland. But is it possible for that development to take place if our railways keep the rates as they are at present?—I think that certainly the railways ought to be put into Irish hands in one system.

Development of industries and railway reform to go hand in hand.

39373. And at once. And would you not advocate that if the railways are put into Irish hands at once, whether by gift or by any other manner, development should go on at the same time?—I am afraid the railways will not get traffic unless the Development Department does its work.

39374. Development must go on at the same time, or you do not see how additional traffic can come to the railways?—That is my opinion.

Jan. 13, 1908.

Mr. W. L. Micks, Member of the Local Government Board (Ireland).

39375. *Chairman.*—Instead of putting development first and railways afterwards, you would put them both together?—Yes.

39376. *Lord Pirrie.*—These are two important elements which should go together. I thought that that was what you meant, and I wanted to get it clear on the minutes?—In addition to that suggestion about education, if it were not possible to raise the capital locally I suggest that the Government should, in the same way that the Congested Districts Board have done, find the capital and float the business afterwards—not keeping it on as a Government institution, but passing it on to private capitalists.

Duties of the elective railway board of control.

39377. I do not think you made yourself quite clear in regard to this elective board of twenty-eight, with the addition of a few representatives of the Government and four or five chairmen of railways. Am I not right in thinking that your idea was that these men, being representatives from all over Ireland, would be able to point out the necessities of their particular districts in regard to extensions and so on, and to bring to bear their commercial knowledge and their knowldge of the localities, leaving the manager to work out the details and investigate the question?—I think the manager should have the practical power. But I do not think that this board of directors would have the power to arrange about extensions of railways and matters of that kind. That, I think, should be done by a committee.

Suggested committee of Irish Peers and members of Parliament to deal with railway extension, &c.

39378. A committee of the same body?—No. What I meant was that the natural body to do that would be the Irish Parliament if it were in existence, but it is not. Therefore, as a substitute, I would recommend that a committee should take its place, that that committee should consist of the Irish Members of Parliament and twenty-eight Peers sitting together, that they should sit during the Parliamentary recess and settle questions of extensions, rates, and matters of that sort.

39379. Instead of multiplying the various boards, would not this elected body—which would consist of representatives, we may assume, from all over Ireland—twelve from the counties, eight from the county boroughs, and eight from the towns—with other additions be sufficiently representative to be responsible for utilising the money to the best advantage, because none of the earnings of the railways, I take it from you, are to go to the Treasury at all; they are to go to the development of the country?—Yes.

39380. Would you not simplify the matter considerably by leaving it exactly as you put it to the Chairman?—I did not think of them as the supreme controlling body.

39381. You did not?—No. I have it on my notes here about a committee.

39382. So that you have thought it over very seriously, and you consider that there should be another body?—To take the place of the Westminster Parliament. You could hardly get a managing body of directors to decide also questions of extensions. I think it would be well to have some body over them.

39383. I only wanted to get your view on the subject?—I suggest the Parliamentary representatives in the House of Commons and twenty-eight Irish Peers elected by the Peers having connections with Ireland.

39384. How would those Peers be elected?—They would be elected by the general body of Irish Peers themselves.

39385. As I take it, every official of the railways, on the day the railways were handed over by the British Government to the Irish, would get so much money, either in a lump sum or so much a year?—If his services were not retained.

39386. And the amount of the annuity he would get would depend upon the age limit of 65 or whatever it was?—Yes.

39387. It could be settled very easily, I suppose, according to his salary?—Quite easily. It would be the same question that arose in connection with the disestablishment of the Church in 1869.

39388. Do you propose to deal in the same way with directors who have been elected for one, two, or three years?—I did not think that out, but I think they should get something.

39389. They would get something?—Whatever was fair, according to what their term of office would be, and solicitors and engineers should be treated in the same way.

Mr. F. W. D. Mitchell examined by the Chairman.

Mr F. W. D. Mitchell, Secretary, Congested Districts Board

39390. Mr. Mitchell, I think you are Secretary of the Congested Districts Board in Ireland?—Yes.

Constitution of the Congested Districts Board.

39391. Would you tell us in a few words what is the constitution of that Board?—At the request of the Secretary to this Commission I have handed in a paper which explains the constitution of the Board. The Board was established in 1891 by the Purchase of Land Act of that year. The members are all nominated by the Government. There are now three *ex-officio* members, viz., the Chief Secretary, the Under-Secretary,, and the Vice-President of the Department of Agriculture and Technical Instruction. The five other permanent members are, at present, Mr. W. P. Geoghegan, Mr. Charles Kennedy, the Most Rev. Dr. O'Donnell, Bishop of Raphoe, the Right Hon. Sir Horace Plunkett, the Right Hon. the Earl of Shaftesbury. There are also three temporary members, viz., the Right Hon. Arthur James Balfour, the Rev. W. Spottswood Green, and the Rev. Denis O'Hara.

39392. That is the present constitution?—Yes.

Powers of the Board.

39393. What are the powers of the Board?—The general powers of the Board were laid down by the Act of 1891.

39394. Just tell us in a few words what their powers are?—In the 39th section of the Act of 1891 the powers were generally to assist and foster industries of all kinds, including agriculture, and to endeavour to improve the position of the poorer portion of the population in these special districts.

39395. Were the funds to be applied for temporary relief, for instance?—No.

Relief of temporary distress not undertaken.

39396. They were not?—It was not specially prohibited, but the Board have understood that the purposes for which their grant was given did not include the relief of temporary distress. It is partly because that is already the province of another public department—the Local Government Board.

39397. Does the Board adhere at the present time to that decision?—Yes.

39398. How much funds have the Board at their disposal?—Originally the grant given to the Board was £41,250 per annum, the interest on £1,500,000, which was part of the Church surplus. They also received from the Votes some assistance towards the cost of administration. At present they have, in addition to the £41,250 from the Irish Church Fund, £45,000 from the Votes of Parliament.

39399. Is that all the income you have?—Yes, that is all the regular income. The Board also had transferred to them, in 1892, about £89,000 belonging to the Fishery Fund. Part of that money was at the time actually issued in loans to fishermen, but there was £50,000 of unemployed capital which the Board, with the consent of the Treasury, applied to the improvement of piers and harbours which would assist the fisheries.

39400. Just for the sake of information, in regard to the loans to fishermen, did you make many bad debts?—Out of £36,000 or more—£38,000, I think, it was—that was on loan when the funds were transferred to the Board, the Board have had to write off about £4,000 in bad debts.

39401. Not more?—That is of the loans that were issued at that time—that is, in 1892. But that is partly owing to the decay of the fisheries on the east coast of Ireland. The Board of Works had lent the money in non-congested as well as in congested districts. The Board had power to lend money only in the congested districts. But since then they have had to write off, I think, about £4,000 out of about £90,000 that they have issued themselves—that is, by turning this money over several times, three times, I think, it is.

39402. *Mr. Sexton.*—I think Mr. Green explained to us in London that that loss was due to very special causes?—Yes.

39403. *Chairman.*—The alteration of the fishing grounds, for instance?—I think Mr. Green said that the work was to a great extent experimental in many places. And, again, the fishing has not prospered

in some parts of the coast; it is of course very fluctuating.

39404. Have you given us the total resources of your Board?—Yes. The fixed income is £86,250. Then they have, you may say, £36,000 lent under these fishery funds to fishermen.

39405. So much for the powers and resources of the Board. Have you devoted any portion of your funds to subsidising steamer services?—Yes. The Board have from the beginning given subsidies to steamers to assist fisheries and other industries on the coast.

39406. I am rather dealing with the steamer services?—Yes; I am referring to the steamer services. In all, up to the present time, they have given about £18,300 or £18,400 to assist steamer services.

39407. When did they begin that process?—In the beginning—in 1892.

39408. Where was the first steamer service?—The steamer to Aran was the first.

39409. From where?—From Galway to the Aran Islands.

39410. What was the arrangement with reference to that service?—The Board pays £700 a year.

39411. As a subsidy?—As a subsidy.

39412. To an independent company?—To a local company.

39413. You gave them a subsidy to run a steamer?—Yes.

39414. Is that in operation at present?—That has continued from 1892 up to the present time.

39415. Are the Board satisfied that the subsidy they have given has tended to develop industries that would not otherwise have been developed?—It has been of immense benefit—in fact, it is essential to the well-being of the islands.

39416. Have you given them any further assistance besides the subsidy?—The Board have encouraged the fishing, not only by loans, but by giving instruction and by building piers.

39417. I mean have they given any further assistance to this steamboat company?—In the first instance they gave them a loan to assist them in purchasing or obtaining a vessel.

39418. A proper vessel for the service?—Yes. They have since repaid the loan. It was a loan of £2,300.

39419. That would rather indicate that the service is profitable?—I am afraid it is not very prosperous.

39420. At any rate, your loan has been repaid?—Yes. The traffic is not heavy enough to support a very good service.

39421. Is that the only service you have subsidised as far as steamers are concerned?—No; there was another in 1896.

39422. Where was that?—Between Westport and Clifden on the south, and Belmullet on the north. The Board paid £300 a year.

39423. How long did that run?—That was discontinued in February, 1898.

39424. Because it did not pay?—Yes. Complaints were made of the irregularity of the service. For a short period in 1897 the Board commenced a subsidy of £250 a year for a service between Sligo and Broadhaven; that was only for a very short time.

39425. Is that continuing now?—No; it continued for only nine months. The Sligo Steam Navigation Company said that they were losing on the working of that service, and they were unwilling to continue it.

39426 They discontinued it, and of course your subsidy ceased?—Yes. Again there was not sufficient traffic to support a good service.

39427. Have you done anything on the coast of Donegal?—Yes. In July, 1898, a service was commenced on the coast of Donegal with a subsidy of £600 a year. The terminal ports were Londonderry and Donegal, with occasional calls when weather and tide permitted at Ballyness, Burtonport, Mount Charles, and Dunfanaghy. Numerous complaints were received from local traders as to the unsatisfactory manner in which the service was being carried on. On reconsidering the question of continuing the subsidy the Board decided in April, 1901, to offer a subsidy of only £300 for three years for a slightly different service, but the offer was declined, and the service ceased. Another case was in November, 1901. A subsidy of £500 a year was paid to the Clyde Shipping Company to assist them in continuing a weekly service on the south-western coast between Cork, Schull, Bantry, Castletownberehaven, and Dingle. The arrangement with the Clyde Shipping Company for a subsidy of £500 a year expired on 31st October, 1904. In September, 1904, the company offered to continue the service for another year if the Board would increase the subsidy to £750 a year to meet the loss which they said they incurred in carrying it on. The company were informed that the Board could not increase the subsidy, and the steamer was withdrawn. In coming to the decision that they would not increase their subsidy the Board were influenced not only by want of funds for a larger subsidy, but by the fact that there had been considerable local opposition to their giving any assistance—that is, opposition from other companies trading on the same part of the coast.

The Board's subsidies to steamers:—Cork and Dingle, calling at Schull, Bantry, and Castletownberehaven.

39428. There was objection to the subsidy being given to the Clyde Shipping Company?—Yes.

39429. Has the Board made any arrangements with any railway company?—Yes. From time to time the Board have had correspondence with the railway companies in connection with rates for fish traffic or for the carriage of agricultural produce.

Reasons for withdrawal of subsidy.

39430. Have you made any arrangements with the Great Southern and Western Company?—At the time this subsidy to the Clyde Shipping Company was withdrawn the Board concluded an arrangement with the Great Southern and Western Company and the Cork and Bandon and South Coast Railway, by which the then existing rates for goods carried to Kenmare, Bantry, and Tralee would not be increased, and a special schedule of reduced rates has been fixed for goods *via* Kenmare, the Board giving an undertaking that they would not subsidise any line of steamers plying on the south-western coast, except it be a purely local service not extending to Cork or Limerick. This arrangement was made on the withdrawal of the subsidy to provide for the wants of several districts which might otherwise have suffered.

Board's arrangements with railway companies.

Agreement with regard to goods rates to Kenmare, Bantry, and Tralee.

39431. When the steamer was withdrawn you took steps to prevent the railway rates being increased to the people living in the district?—Exactly.

39432. And that arrangement you made directly with the Great Southern and the Cork and Bandon Railways?—Yes.

39433. With regard to the mackerel fishery at Blacksod Point, have you taken any steps there?—The Board in 1900 endeavoured to establish a mackerel fishery, as they had successfully done at other places, off Achill Island, with Blacksod as the depot, and they chartered a small steamer to run from Blacksod to Tonragee, a siding on the Midland Railway between Achill Sound and Mallaranny. They paid £135, and in six years this amounted to £2,375, but the fishing was not a success, and it was abandoned. Most of the fishermen said they would prefer to land their fish at Cleggan.

Blacksod mackerel fishery steamer chartered.

Withdrawn owing to non-success of fishery.

39434. Instead of Blacksod?—Yes. Consequently Blacksod station was abandoned. In the winter of 1903-4 the Board paid a small subsidy to the Bantry Bay Steamboat Company for running extra trips to convey herrings to market, but the quantity of fresh fish carried did not justify the continuance of the extra service beyond a few weeks. Again, in 1906, the Board agreed to pay the Bantry Bay Steamboat Company a subsidy of £200 a year for a service between Bantry, Glengariff, Adrigole, and Castletown. That is now being continued. The Congested Districts Board and the Department of Agriculture have constructed a new pier at Adrigole, and the Board are now building a pier at Glengariff, at which places regular calls will be made.

Subsidies to the Bantry Bay Steamboat Company.

Construction of piers at Adrigole and Glengariff.

39435. That is for the landing of the fish, I suppose?—For general trade purposes.

39436. What is the total expenditure of the Board in connection with these steamer services? Have you got the figures?—Up to this year it would be about £18,360.

Board's total expenditure on steamers.

39437. That is in local steamboat services?—The cost of assisting steamboat services.

39438. Now, with regard to railways. What have you done in connection with railways?—The Board have never been in a position to give any considerable financial assistance to railways for the extension of their systems, having no funds which they could draw upon or which they could hypothecate for such extensive undertakings. They have, however, in many cases shown their willingness to assist on a moderate scale by offering an annual amount to meet the probable loss on working a new branch line. But in no case has the scheme been carried out, and the Board have therefore never given any financial assistance for the extension of railways.

Inability of the Board to assist railway extension.

Jan. 13, 1908.

Mr. F. W. D. Mitchell, Secretary, Congested Districts Board (Ireland).

39439. In fact, your funds would not allow you to?—No; they were too limited, and the Board had no command of capital.

39440. I do not think it is necessary to read your Board's minutes; you have frankly told us that you could not assist these light railways in the congested districts, because of want of funds?—Yes. From time to time the Board have made arrangements with railway companies to grant more favourable rates for the carriage of fish, and when they first introduced the culture of early vegeteables in Cork and Kerry they made arrangements for the carriage of the early potatoes to the English markets at rather better rates.

Assistance afforded traders to obtain reduced rates and improved transit facilities.

39441. In that way you have benefited the senders?—Yes. But I ought to explain that under the Act of 1899 the agricultural work has passed from the Board to the Agricultural Department.

39442. When was that?—Soon after 1899, when the Department of Agriculture was established.

39443. I see you have detailed in your proof a great many applications which you have made to the railway companies, but I may take it from you generally that wherever you have been asked by any bodies in the congested districts you have done your best as a Department, and have secured the best terms you could with the railway companies—that is putting it broadly?—Yes. The Board would not have felt themselves entitled to apply to the railway companies to get the rates reduced generally, because that would have been tantamount to asking them to give a subsidy to the congested districts which the Government ought to give.

Subsidies not given to railway companies: several schemes proposed and abandoned.

39444. In no case, I understand, have you given a subsidy to a railway company?—No. The Board offered one in one or two cases, but the scheme fell through, and it was not availed of.

39445. That is with regard to rates. Now, with regard to transit generally. Have you taken up the question with the railway companies—as to the quick transit of fish, for instance?—Yes. Special trains were arranged for with the Midland Railway to assist the mackerel fishing in the West—trains from Clifden and Galway.

39446. Have you found the railway companies ready to assist?—They have always been ready to assist the Board whenever they have been approached.

39447. That applies not only to the fish traffic, but I think you have carried on negotiations with reference to early produce?—Yes, agricultural produce.

39448. Early potatoes, for instance?—Yes.

39449. Which it is important to get early to the market, in order to secure a better price?—Yes. That work is now all in the hands of the Department of Agriculture.

Examined by Mr. Acworth.

Success of the subsidised steamer service to Aran Islands, which is being continued.

39450. Do I gather that on the whole the Aran subsidy is the most successful?—It was more obviously essential there than anywhere else, because these islands, on which there are about 3,000 people, had no means of communicating with the mainland, except by very small hookers or sailing boats.

39451. And it is being continued?—Yes; it has not ceased.

39452. It is undoubtedly useful—you say essential?—It is essential.

39453. You do not see any prospect, I suppose, of the place ever growing out of the need for the subsidy?—No.

Value of the Aran fishing.

39454. It will never be able to pay its own way?—No, it could never. Agriculturally, the island is almost a rock; there is very little agriculture possible. The fishing is now worth, I suppose, from £5,000 to £8,000 a year, and that is the chief means of subsistence the islanders have.

39455. Does that have to keep 3,000 people?—Of course, when I say that the island is almost a rock there is some feeding there, and what there is is very good—between the cracks in the rocks. Anyone who has been to Aran will understand that. As it is limestone, what little grass does grow is very good.

The continuance of the subsidy a necessity although the service is unremunerative.

39456. Anyway, it is not a commercial thing, and never can be?—No; the steamer service can never pay its own way.

39457. It might be arguable that it would be better for these people to abandon Aran altogether, but if they are to go on there you have got to run this at a loss in perpetuity?—The poor law valuation of the islands, founded on the value of the land, is, I believe, about £1,600 a year.

39458. For the whole island?—Yes, the three islands.

39459. It seems to be about ten shillings per head of the population?—It is about that.

39460. Now, tell me another thing. You mentioned once or twice in your proof local opposition?—That was in connection with competing local undertakings, where it was thought that others were unfairly favoured. If a subsidy were given to one company, another company working on the same part of the coast or on a neighbouring part, or possibly a railway company, might consider that it suffered by the favoured company receiving a subsidy.

39461. I suppose the Cork and Bandon, for example, had to put down its rates so as not to lose all its traffic?—I am not aware that any reduction was made.

39462. I thought you bound them not to increase their rates?—After it was arranged between the Clyde Shipping Company and the Board that their steamer was to be withdrawn, the Board made an arrangement with the railway company to prevent the rates being increased.

39463. Does not that mean to prevent their being put back to what they were before the steamer commenced running?—I do not think it had any reference to what they were before the Clyde Shipping Company's steamer ran. I do not think it had any connection with that.

39464. Anyway, the steamer tended to take away traffic from the Cork and Bandon line?—Yes, certainly. In fact, while it ran there was competition between the railway and the steamer, but when the steamer was withdrawn the railway company had almost a monopoly, and of course there was a danger of their raising the rates owing to there being no competition.

39465. I think there is another case of local opposition mentioned in your proof, is there not?—The local opposition was all of the same kind.

39466. Was there not another case?—There was one Belmullet way, I think?—It appeared there that Messrs. Laird and Company, the shipowners who received the subsidy, stated that the people of Belmullet discountenanced the service and complained of its irregularity because of their desire to obtain a railway service instead. They are still in want of a railway.

39467. Does that seem to you a serious difficulty in connection with these subsidies?—No; it is not very serious. To assist communications and the transit of goods is, of course, essential in any poor district—in fact in every district, and I think the system of subsidies is a very good one.

39468. I was not doubting that. But we have had here on several occasions evidence of local opposition to new improvements—opposition for the protection of people who had such business as there was already? That has never been of any serious importance. I do not think the opposition was ever serious, but, of course, if two companies were running over exactly the same route, to give a subsidy to one and not to the other would have been very unfair, and it has never been done.

39469. I should presume that. But you do not think, in extending your policy of subsidies and assistance, that the question of treading on the toes of existing vested interests is very serious?—No.

Examined by Mr. Aspinall.

39470. With regard to these steamship services that you have run, have they all been run in connection with existing lines, steamers of which have been asked to call at some of these ports, or are some of them new arrangements from point to point?—The Aran line is entirely new. It is subsidised, practically maintained, by the Board for the special purpose. But the Clyde Shipping Company of course run their steamers in connection with their other main routes. The Laird Company run theirs in connection with their general service, and Mr. Herdman was maintaining the service in Donegal, which the Board assisted for a short time.

39471. The remark one would make about the subsidies is that some of them are extremely small?—Where traffic was not quite sufficient to maintain the service the Board granted as much as they thought they could fairly spare to carry it on and to enable the company, I do not say to pay well, but barely to subsist; because in many cases in these outlying dis-

tricts the traffic on the branch does not pay for its own mileage, but it pays as a feeder for the main line belonging to the same company.

39472. Did you ever feel that if you were able to increase the subsidies you would get the services continued?—No doubt.

Examined by Mr. SEXTON.

39473. Can you state the total area of the counties and districts scheduled as in need of public aid by reason of congestion?—Those that are scheduled have an area of about 3,600,000 acres.

39474. About one-fifth or one-sixth of the area of the whole country?—Yes. But a great part of that —I believe over 1,000,000 acres—is classed as water, waste and bog.

39475. Is there a larger proportion of water waste and bog in the congested areas than in the country as a whole?—Yes.

39476. Somewhat?—There would be considerably more, because the congested districts are a bare fringe round the west coast.

39477. If we ignore the water waste and bog, both in the congested districts and in the country at large, I suppose it might be said that these areas comprise perhaps about one-sixth of the area of the whole country?—Yes.

39478. What is the population of these areas?—At the last census it was 505,000.

39479. Corresponding roughly to about one-seventh or one-eighth of the population of the whole country. To exercise your powers and fulfil your duties over that area, apart from land purchase finance, you have an income of £86,000 a year?—Yes.

39480. You have a very wide and varied assortment of powers?—Yes; it is money that is wanted.

39481. You need money. Power is always gratifying, but power without money is not of much use where expenditure is an essential matter?—Certainly. The commission given to the Board was a very wide one, and has only shown how extensive it was.

39482. Your income was originally only one-half what it is now?—Yes.

39483. Derived from Irish sources?—Yes.

39484. Interest on capital funds which were part of the liquidation of the late Established Church?—Yes, exactly.

39485. You received no increase of that income for eight years?—About eight years.

39486. And then another interval of four or five years passed before you received an additional increment?—Yes.

39487. Was the last grant from the Irish Development Fund?—It was from votes of Parliament.

39488. The Development Fund is a Parliamentary vote no doubt; it is a sum dedicated to Ireland for certain purposes as an equivalent for other sums given to England and Scotland, and this money comes out of it?—Yes.

39489. It is Irish money in that sense?—Yes, in that sense.

39490. The first grant of £25,000 a year was made an occasion by the Treasury for getting rid of the Vote for the administrative charges?—Yes. The Board did not get the whole £25,000 as an increase of income; it amounted, after the cancellation of the smaller votes which the Board had hitherto had, to an increase of not much more than £16,000 or £17,000 a year.

39491. They cut away the vote for about £6,000 a year for your administrative charges and put upon you other charges amounting to £2,000 or £3,000 a year?—Yes; they withdrew the assistance the Board had hitherto had from other votes.

39492. As is unfortunately too often the case when anything is given to Ireland, the Treasury made a point of getting something back?—I am afraid they generally consult economy.

39493. Was it agreed or was it enacted that your administrative charges should be borne by Parliamentary Votes?—It was enacted by the original Act.

39494. The Land Purchase Act of 1891?—Yes. According to Section 40, "The salaries or remuneration of the officers employed by the Board and the administrative expenses of the Board shall be fixed by the Treasury and paid out of money provided by Parliament."

39495. And the Treasury fixed it so that you did not get anything at all?—I think there was a misunderstanding at the time between the Treasury and Mr. Gerald Balfour. It was known that some other votes were to be withdrawn. He stated in Parliament that he intended to give the Board an increase of income of nearly £20,000 when he gave this grant of £25,000, but after the Treasury had made the deductions it turned out to be much less.

39496. The Treasury defeated the intention of the Minister?—Yes, partially.

Treasury manipulation of the finances of the Board

39497. It often happens. The result is that although you were to have your administrative charges borne on Parliamentary Votes, the Treasury took advantage of the giving of a Parliamentary grant to neutralise that arrangement?—The £25,000 was intended to cover and replace part of these charges, I think. The position was this. The direct assistance the Board had at that time from the votes was about £6,000 or £7,000 a year. Mr. Gerald Balfour intended that to be taken off the £25,000, but the Treasury, in addition to taking off the £6,000, obliged the Board to pay for their own office maintenance, which was formerly defrayed by the Board of Works, their postage and telegrams which were formerly borne by the Post Office, and their printing and stationery which had been provided by the Stationery Office.

39498. And the cost of keeping up the offices was £2,800 a year?—Yes; with the other services named; they swept all those away.

Only two subsidised steamer services remain.

39499. If you had had that almost £3,000 a year additional you might have maintained all these steamer services?—It would have been a great advantage, of course.

39500. Only two of those services now remain?—Two remain.

39501. All of them, but one or two were found publicly useful?—I have given the reason for which they were withdrawn in each case.

The other services discontinued through inadequacy of the Board's funds.

39502. I infer from the circumstance that the Board in each case offered an increased subvention that they desired to continue the service?—If the Board had had the means of increasing the subsidies they would have continued them no doubt.

39503. So that this cleverness of the Treasury has had the effect of abolishing the steamboat services?—Indirectly that might be said to have been one of the results.

The utility of the Board hampered by tardy and inapt legislation.

39504. I suggest that the legislation affecting your Department has been not only tardy but rather inapt. For instance, they gave you powers to enlarge holdings in 1891, but they did not give you power to acquire land until 1893, and they did not give you any funds until 1896?—The process of enlarging the powers of the Board has been very slow.

39505. Very slow and inapt?—All legislation is slow I am afraid.

39506. I should demur to that. Your Board have been sixteen years in existence, and it has taken the greater part of that time to discover the most obvious defects of the original Act?—The amendments of legislation have been in connection with the land business. That, of course, was not in the first instance put on the footing that it is now on. It was not intended that the Board should do the work it is now doing. In the first instance, it was supposed that the Board would enlarge holdings on the properties of private landowners.

Enlargement of holdings on private properties attempted and abandoned.

39507. How could they without buying the holdings?—Arrangements were made, as the Act shows, for carrying that out, but it was found impossible to work it, and nothing was ever done.

39508. Obviously. How could you suppose that private landlords would let you go on their estates, take up individual holdings and cut them about, unless you bought the land?—That ought to have been apparent from the beginning. If you had power to acquire, what use was it without the money?—The fact is that all this land business has developed since.

39509. It seems to me, though I hesitate to suggest it to you as an official, that if we had some power of initiating matters of this kind nearer home we should get them dealt with more intelligently in the first instance, and more rapidly by way of amendment?—It is quite possible that it might be done more rapidly, as Parliament has more business than it can manage.

Improved railway communication an urgent need of the country

39510. Your Department candidly admit through you that they regard the matter of communication as one of the most urgent needs of this country?—They do.

Jan. 13, 1908.

Mr. F. W. D. Mitchell, Secretary, Congested Districts Board (Ireland).

39511. But they have not been able to give any assistance whatever to railway construction or extension?—No. That requires very large capital, and the Board have not been able to do anything in that direction.

39512. When we say that they have no money for that use, what we mean is that the Board have considered and decided that there are other uses more imperative?—Yes. Anything that they could do towards the extension of railways would be so infinitesimal that it would be hardly worth granting.

The Board's resources inadequate to assist railway extension.

39513. In the Belmullet case you offered £500 a year for ten years?—That was too small a grant.

39514. In the Arigna case your offer was of no avail?—That is so.

The Belmullet, Arigna, and Blacksod cases—Board's action.

39515. In the Blacksod case, you had nothing to offer but sympathy?—No. This was a very large scheme, and anything the Board could have offered would have been of no use at all.

39516. So that it was quite abortive?—Yes.

Increased funds required.

39517. Your attempts to extend railway construction came to nothing?—I might say that more than two years ago the Board made an application to the Government for an increase of income. A Royal Commission was appointed in July, 1906, and it has not yet reported.

39518. Your whole income of £80,000 is a very small part of the 2¾ millions which, according to a Commission composed chiefly of Englishmen, is extracted annually from this country by excessive taxation. If you had a slice of that you would be able to do something?—I have no doubt that England owes Ireland a large sum, but I am not able to assess the amount.

39519. But when that figure is put forward by a Commission, the majority of whose members were Englishmen of the financial standing of the late Lord Farrer, Lord Welby, Mr. Bertram Currie, and Sir Robert Hamilton, we Irishmen may take it as a good working hypothesis?—Certainly.

39520. May I call your attention to this provision in the Land Purchase Act of 1891:—"The Land Commission may, with the consent of the Treasury, place at the disposal of and pay and apply as may be directed by the Congested Districts Board for the purposes of this Act any part of the principal of the Church Surplus Grant which may not in the opinion of the Treasury and the Lord Lieutenant of Ireland be required for the purposes of the guarantee fund." The guarantee fund makes no demand whatever upon it, practically?—The Board's Church Surplus Grant has been removed from the Guarantee Fund now.

39521. That is quite clear?—That is quite clear.

Church Surplus Grant—Board's application to withdraw money for land purposes refused by Treasury.

39522. Have the Board ever asked the Lord Lieutenant or the Treasury to allow them to apply any part of that principal of 1½ million sterling?—They have, on two occasions.

39523. What was the reply?—It was refused.

39524. When was that?—One instance was, I think, some six or seven years ago; I do not remember the exact date. Another instance is a transaction that is not concluded at the present moment. The Board asked the Treasury for a loan of £25,000, or that they might borrow that sum from that fund.

39525. Reduce the fund by that sum?—Yes. That would be equivalent to the Board's borrowing at 2¾ per cent., that being the income the capital realises.

39526. The Board would have been willing to submit to such reduction of their income as would be represented by the withdrawal of that sum, for the sake of meeting these urgent needs?—Yes.

39527. What sum did you ask six or seven years ago?—I think it was £10,000; but I can get the correct figure.*

39528. An approximation will be quite sufficient. It was about £10,000?—Yes. I could let you know the exact figure to-day or to-morrow.

39529. Although that was an Irish fund, and although your Irish Board declared that a sum of £10,000 paid out of that fund would be of use in this country for the exercise of their powers, it was refused. By whom was it refused—by the Treasury?—Yes.

39530. Not by the Lord Lieutenant?—No. I ought to explain that the Board had power under the Act of 1891 to borrow from the Board of Works, but no regular arrangement was made with the Board of Works until 1899, in Mr. Gerald Balfour's time. Since then the Board have been borrowing for the improvement of estates, and they have borrowed about £130,000.

39531. Is there any sense in keeping that sum of one and a half millions intact for an indefinite time in a country so much in need of present expenditure?—I do not know the reason.

39532. The reason is the usual official aversion to allowing anything to be done in Ireland that Irishmen desire?—It costs the Board more to borrow from the Board of Works than from the Church Surplus Fund, as they pay 3½ per cent. to the Board of Works.

39533. *Chairman.*—And 2¾ per cent. to the other?—Yes.

39534. *Mr. Sexton.*—I will pass from that. Now, as to railway rates. You have intervened, you say, with some effect in two or three cases?—Yes.

39535. You asked the Great Southern and Western Company to make some reduction of rates to West Cork, and you succeeded. But you had in that case, however, a leverage. You had been running a line of steamers, and you agreed with them that you would not touch either Cork or Limerick with any line of steamboats?—Yes.

39536. So that you had a consideration to give?—Yes.

39537. It was by virtue of that consideration you obtained the remission?—Yes.

39538. And the Midland Great Western have given you rates for the carriage of fish—fresh mackerel—and large consignments of fish. But on looking at the exports, I see that the export of mackerel is very small, about £1,000 a year; indeed, the whole export of fish is not large; so that that concession seems to have been scarcely operative in any practical sense?—The export is small, not because there is a small amount of fish caught round the Irish coast, but because it is carried straight to the English market instead of going through Ireland.

39539. The export by rail is small?—Very small.

39540. It would seem that this concession has not been really of much importance?—It is not very important, but, of course, it was important to the fishermen concerned.

39541. Have you been able to learn anything about those extraordinary charges for fish boxes from Killybegs to Clifden, and for fish from Maam Cross to Glasgow?—Within the last day or two I have had a letter on that subject which shows that the company have, I think, satisfactorily met that complaint. A letter dated the 10th of this month was received from the Midland Railway Company, as follows:—"We have your letter of 25th October enclosing copy of letter from Messrs. Bookless Brothers, wholesale fish merchants, Glasgow, of 17th October. I have looked into the matter, and the consignment was correctly charged at the rate of 5*s.* 10*d.* per cwt. then in operation between these places. I have, however, since taken the matter up with the interested companies and arranged a special rate of 3*s.* 9*d.* per cwt. at owner's risk for fish in Division III. between Maam Cross and Glasgow, and the same was put into operation on 14th November, 1907. I have also arranged to have the charges on Messrs. Bookless' consignment in question reduced to the new rate. I may add that we are now applying this rate for the traffic from Galway, Clifden, and Ballynahinch to Glasgow, as well as from Maam Cross."

39542. Then as to the rate on fish boxes from Killybegs to Clifden; they charged 34*s.*?—I have heard no more.

39543. The only other thing I wish to ask about is this. In the case of a project to establish a factory for the manufacture of shirts at Ballyshannon,

Loss incurred by Board in consequence.

* An application was made to the Treasury in 1903, for permission to draw from the Church Surplus Grant £31,943 to pay for four estates, which the Board had agreed to purchase before the Irish Land Act of 1903 came into operation. The Board rested their claim on the 35th Section, S S. (3) of the Act of 1891, which has not been repealed, and is believed to be still in force, but the Lords Commissioners of the Treasury stated in their letter of the 26th November, 1903, that "the Judicial Commissioner of the Land Commission is of opinion that the Board's suggestion is not in accordance with the Land Purchase Acts." The Board had explained that their object was to avoid the heavy loss which they must incur by the issue of Guaranteed Land Stock standing at a discount in the market. The loss actually incurred in these four estates was £4,508.
(Explanation subsequently furnished by witness.)

the railway company at your instance agreed to reduce the rate from £1 4*s.* 7*d.* for shirts to Derry to 17*s.* 6*d.*?—Yes; they agreed to a large reduction.

39544. But the projectors of the shirt factory still thought even the reduced rate prohibitive?—It is a struggling business, and if it is carried on at a considerable distance it would be under great disadvantages.

39545. But what complainants here contend is that just because Ireland is a struggling country with many struggling businesses in it, therefore the rates ought to be made accordant?—The difficulty is a natural one to a great extent. The insular position of the country is a great disadvantage, and the sparse population of the country makes it impossible for the railways to carry goods at the same rate as could be done in a thickly populated country.

39546. No one questions the difficulties of the railways, but I am inviting you to regard the matter from the point of view of the need of the country and what the country requires in order to develop trade?—Reduced rates would be an enormous advantage.

39547. The company agreed to reduce the rate from 24s. 7d. to 17*s.* 6*d.*, but the projectors of the factory still thought the rate prohibitive, and did not establish the factory?—Yes. That would mean that distance was the real objection, and that it was insuperable.

39548. Not insuperable, because they would have accepted a rate of 15*s.*?—As the company had made so large a reduction, I suppose it would have been rather unfair to ask them to make a further reduction. That is a case in which it would have been better for Government, if they wished to foster the industry, to have given a subsidy.

The normal railway rates too high for Irish industrial development.

39549. That shirt manufacture is one of the few important but struggling industries that need special attention; we have heard a great deal about its difficulties. Does it not occur to you that the circumstance that the projectors of the factory were really in earnest but would not take a reduction from 24*s.* 7*d.* to 17*s.* 6*d.* sheds a very instructive light as to their view of the excessive character of the rates in force?—It shows that under the circumstances of the case what you may call the ordinary normal rates that would pay the railway company could not be paid by the industry.

Suggested subsidy to railway companies to reduce rates.

39550. That is putting it tersely and very well, I think. If the rates which the railway company have to impose in order to earn a fair dividend are such as industries cannot bear, is there any exit from that *impasse* except by a united system under public control?—One way to assist the industries would be to subsidise the railway companies to reduce rates; that is one way of doing it.

39551. At the period which we have reached, do you think that any subsidy of that magnitude, taken as it necessarily should be taken out of the revenues of Ireland, should be handed over to the railway companies? Would not the Irish people insist on administering the money and on seeing for themselves that the money was properly used and applied?—I cannot answer that question.

Mr. P. F. Mullally examined by the Chairman.

39552. Where do you live, Mr. Mullally?—At Mullinahone, County Tipperary.

39553. How far are you from a railway station?—Eight miles from Fethard railway station, 13 miles from Kilkenny, 10 from Carrick-on-Suir, and 14 from Clonmel.

39554. What is the nearest railway station?—Fethard would be the nearest railway station, but that is a station that is very little used; Carrick Station is nearer Waterford port. It is out of the way for us. That is a line we are paying a rate of 5*d.* in the £ for for the last thirty years without it being any benefit to us. Our great grievance is that we are paying for that line, and we are paying now for the Cashel line, and we are deriving no benefit from them.

39555. What is the particular traffic in the district where you live? What do you send out of the district?—Pigs, butter, eggs, corn, stone, coal, lime, and provisions. There are about 25 cars constantly employed carrying goods to and from Carrick and Kilkenny. That is for the town of Mullinahone and the villages adjacent.

39556. Everything that is sent into the district has to be carted from the nearest railway station?—Yes.

39557. What station do you cart to, as a matter of fact?—Carrick-on-Suir, ten miles.

39558. Of course, the district consumes produce of some sort. What is the particular produce brought into the district?—There is meal, flour, timber, and provisions coming in to the shopkeepers in the local towns and villages.

39559. Do you import coal?—Yes.

39560. And timber?—Yes.

39561. Have you made any calculation as to what the total tonnage is in and out of that district?—Yes. The approximate amount of goods coming to the district is about 10,000 tons of timber, coal, manures, and other things, and the output is about 7,000 tons of corn, butter, pigs, eggs, and limestone. There are collieries. turf bogs, and limestone quarries, and there are a number of industries not developed in the district that could be developed.

39562. Are they at work at all?—Yes. There are four mines working, with about twenty men employed in each mine.

39563. But with a railway there there would be considerably more employment?—Certainly. You cannot get the coal from the mines. You have to cart it through the country.

39564. The cartage kills the traffic?—Yes, it does.

39565. Is limestone produced in quantity in the district?—Yes. There are very fine limestone quarries in the district.

39566. There again the cartage is too costly and injures the business?—Yes. Stones from these quarries have gone all over the South of Ireland.

Mineral resources of the district awaiting development.

39567. Are the collieries actually working?—Yes, on a very small scale. There are four mines working and about twenty men employed in each mine.

39568. Could the output be considerably increased?—Yes, if we had transit facilities.

39569. Is the coal there?—The coal is there.

39570. Do you know anything about the collieries?—Yes.

39571. What sort of seams are they? What thickness?—I could not say.

39572. At any rate it is workable coal?—Yes, workable coal.

39573. And good coal?—And good coal.

Long road cartage a serious handicap to the industries.

39574. Then this limestone that you refer to is another instance in which the cartage kills the traffic, but if there were a railway the limestone could be produced and utilised in public buildings in different places?—Yes. Stones from these places have gone to Dungarvan and Lismore. They had to be carted to Carrick, and brought to Waterford by rail, and then taken out of the train and brought across the bridge there and put on the train on the Dungarvan line and sent on to Dungarvan and Lismore.

39575. That proves it is good stone?—It is good stone. It is considered the best stone in the South of Ireland.

Proposed construction of a railway from Kilkenny to Carrick-on-Suir, *via* Callan and Mullinahone.

39576. Where do you suggest that this additional railway should be made?—From Kilkenny to Carrick-on-Suir.

39577. What is the distance between these two places?—From twenty-two to twenty-five miles. It would depend on the line of country it would take.

39578. Are there any physical difficulties in the way of making it?—Not very much.

The district prepared to give a guarantee for the line, although already paying in respect of two railways.

39579. *Mr. Sexton.*—It would go through Callan and Mullinahone?—Yes. We had a meeting in Callan, and the whole country seemed to be unanimous on the need of a line, and would be prepared to give a reasonable guarantee should the line run.

39580. *Chairman.*—What do you call a reasonable guarantee—2 per cent.?—I would not quite commit myself to anything on that, because we are paying on two lines, which we consider a great grievance.

39581. One is very small though?—One is very small. The other will go out in two years. The thirty years will expire in 1910.

Jan. 13, 1908.

Mr. P. F. Mullally, Mullinahone, County Tipperary.

39582. At any rate, those have nothing to do with this particular district?—Yes; the Mullinahone district is paying for the two lines.

39583. Have you formed any opinion as to what is called the nationalisation of the railways?—No.

39584. Have you formed any opinion as to State purchase or unification of the railways —No; I have not gone into that at all.

State purchase or nationalisation not considered.

39585. Do you know anything about the rates that are charged generally on the railways personally?—I have heard in the district the shopkeepers——

39586. You don't know of your own knowledge?—Not of my own knowledge.

39587. Have you considered the question of a motor service into this district?—Yes.

Desirability of establishing a road motor service pending railway construction.

39588. What is your view about that?—We consider that it would be very beneficial, pending the creation of a railway line there, and especially if it would carry the mails. We have a great grievance with regard to the mails, too.

39589. What about the roads? Are they adapted for a motor service?—I was chairman of the Tipperary County Council. During my chairmanship there was a resolution passed that should a motor service be obtained the roads should be steam-rolled; and I am glad to say that nearly all the main roads of Tipperary have been steam-rolled.

Suitability of roads for motor traffic.

39590. You have got steam-rolled roads down there?—Yes. They are nearly all steam-rolled. It was one of the first counties to take up steam-rolling.

Refusal of the G.S & W. Railway Company to receive a local deputation *re* railway extension from Kilkenny.

39591. Have you made any representation, as a Council, to any authority with reference to the railway that you suggest?—No; but we had a meeting with regard to the railway, and a deputation was appointed to wait on the Great Southern and Western Railway Company. The secretary of the meeting wrote to the company to know would they receive the deputation, and their reply was that, pending your report, they would not receive any deputation.

Examined by Mr. Sexton.

The agitation for a railway of long standing.

39592. I believe that efforts have been made in the district almost since the establishment of railways to get some better communication?—Yes.

39593. So far, they have had no success?—No success.

No difficulty as to roads for motor transit in this case.

39594. About the roads, for a moment. We have heard over and over again that the real obstacle in the way of developing a motor service is that the Councils will not put the roads into a fit condition. Do you think that that is a well-founded statement?—Not with regard to the Tipperary roads, which are in splendid order; and, as I have said, we were the first to go in for steam-rolling.

39595. That is an illusory objection?—I think so.

39596. You have a good opportunity of ascertaining public opinion upon the subject generally of the Irish railway rates and their effect on the industries of the country?—Yes.

Railway rates generally condemned as too high.

39597. What is the opinion of the community, so far as you know it, of the effect of Irish railway rates on the industries of the country?—That they injure the trade of the country very much.

39598. And keep down the export trade?—Keep down the export trade.

39599. And let in the foreigner?—Yes.

39600. And suppress Irish manufactures. Will anything mend that woful state of affairs so long as the railway system is divided up between a number of bodies of private proprietors?—I don't think so.

The question of guarantee.

39601. When you say that the ratepayers would be likely to give a reasonable guarantee in the case of this particular line, have you considered the probable cost of the line?—No. I have not gone into that, because there was a divided opinion as to whether the line should go on to Clonmel or Carrick. There may be an engineering difficulty with regard to some hills.

39602. Now that you see a chance of getting rid of the existing rate of 5*d.* within a year or two, you are thinking of giving a guarantee for the other line?—A guarantee of 5*d.*—I don't think so.

39603. But a guarantee for the proposed line in consideration of getting rid of the existing guarantee?—I think so. The guarantee will expire in 1910.

39604. The difficulty is this—getting the district to guarantee any excess of working expenses over receipts. It is not only interest on the capital that the ratepayers are asked to guarantee, but also the working expenses of the line should they be more than the receipts. Railways will now not even take a present of a line unless they are guaranteed against loss by the ratepayers of the district. Would the ratepayers be willing to bear not only the burden of part of the interest on the capital, but also to be responsible for any excess of the working expenses over the receipts?—I cannot answer that. They are prepared to give a reasonable guarantee when the other guarantee will expire, two years hence.

39605. Looking at the difficulties of the system of the existing companies requiring guarantees against loss and the difficulty of asking the ratepayers to enter into an indefinite guarantee of this kind, does not it occur to you that the most likely method of getting these necessary lines, especially where the public interest is so manifestly in favour of them, would be to have the Irish railways as a whole handled by an Irish authority, with power to use its resources for the good of any part of the country that might require development?—I would be very glad to see it.

Examined by Mr. Acworth.

39606. You say you have got twenty-five carts running through your place?—Yes.

39607. Some of them to Kilkenny and some of them to Carrick?—Yes. Most of them to Carrick.

39608. What you want is to put a motor on in place of them?—A railway; but pending a railway, we would be very glad to get a motor. We consider we are very badly treated. Our country is a very fine district without railway communication, and it has several small industries which could be fully developed if we had railway communication.

39609. I was wanting to deal with the motor service first. What sort of a motor service were you thinking of—for passengers only or for goods?—For both.

39610. Will there be no difficulty with the people who make their living by carting at present?—In what way?

39611. We have heard of one or two places where a motor was put on, and the carters did not like it, and induced people not to send their traffic by motor, and the motor was starved out?—I don't see how that would interfere in our district.

39612. You don't think there would be any difficulty of the kind?—I don't think so.

39613. It would not have occurred to me as likely, but I am told it has occurred. You don't think there would be any difficulty of that kind?—I don't think so; because a great number of these carts belong to local shopkeepers.

39614. If they could get it done more cheaply they don't want to run their own cart?—Certainly not.

39615. It is not done by people who are living by carting?—No. Some of them are living by carting, but a great number of these shopkeepers have three and four carts on the road.

39616. Of course, if they can save money they would like to do it?—Yes.

39617. *Mr. Sexton.*—It is not peculiar to Ireland that people who are making their living by a certain industry object to improvements that may take away their means of living. That is a very usual thing; but is it a usual thing for such opposition to succeed against the public interest?—No, it is not.

Mr. Andrew Hamilton examined by the Chairman.

Mr. Andrew Hamilton, Representative of the Omagh Board of Guardians

39618. What are you, Mr. Hamilton?—I represent the Rural District Council of Omagh.

39619. We have had some evidence already from Omagh?—You have had some. But I represent not so much the Rural District as the particular District of Mountjoy, and the want of railway facilities, as to which I am going to give evidence.

The necessity for railway facilities in Tyrone.

39620. Are you connected with the Board of Guardians?—Yes.

39621. And you have been deputed by them to appear before us?—Yes.

39622. Has not there been a committee formed in your district to consider railway questions?—Yes.

39623. Were you the chairman or secretary of that committee?—I was the secretary.

39624. What was the object of your meetings?—To try to get the Mountjoy Station re-opened. After the line was made, about 1856 or 1857, there was a station at Mountjoy. That station was worked for a few years, and afterwards closed; or, rather, in the first instance, it was removed from the place in which it had been originally put and put down nearer Newtownstewart, about a mile further down, which was very inconvenient for the district that it was meant to serve. The place in which it was put in the second instance was very inconvenient to the public, as you will see from the map. I have the Ordnance Sheet here, and can point it out to you. The place in which it was originally put was there (*indicates*). It was removed from there, after working for some years, down to here (*indicates*), where you see the bridge crossing the road. It was most inconvenient, and served nobody, except perhaps half-a-dozen people.

39625. *Mr. Sexton.*—That second one was discontinued also?—Yes, it was discontinued also.

39626. *Chairman.*—What is the distance between the two stations that are open?—Ten miles—the longest in Ireland.

39627. So there are ten miles without station accommodation?—Without a station of any kind.

39628. This particular station, Mountjoy, would be midway, I suppose?—Rather nearer Omagh; about four miles from Omagh and six miles from Newtownstewart. The reason the four-mile limit has been chosen by us is that the cross-roads is the most convenient place on the whole portion of the line.

39629. You have brought this under the notice of the Great Northern Railway Company?—We have been writing them for the last ten years about it.

39630. What is the upshot of it all?—The upshot of it is that the directors have refused to reopen the station.

39631. Have they alleged any reason?—They have alleged that when it was open before, about thirty years ago, it did not pay. Our answer to that is that it hardly worked long enough to see whether it would pay or not; and the circumstances of the country are quite different now from what they were then, and there are industries existing in the country now which did not exist then. There is a creamery at the edge of the plot of ground that the company have still in their hands for the station-master's house.

39632. Was the station pulled down?—It was before I came to that district, but I don't think there was any permanent station or built station there. I think it was more a temporary wooden affair.

39633. What are the industries in the district that would be served if the station were opened?—The Mountjoy Co-operative Agricultural and Dairy Society.

39634. That has been established since the station was abolished?—It is about nine or ten years since it was established.

39635. That is an industry that has been developed since the station was taken away?—That is so, but it was put there, I should say, in the anticipation that the station would be restored.

39636. Is it at work now?—Yes. But it is very considerably handicapped, because they have to cart their goods.

39637. They have five miles to cart?—Yes, almost. The coal has to be brought from Omagh. Butter and cream have to be taken by carts.

39638. Have any creameries been established in the district since?—There are two creameries that would use this station; one on the other side of the river, and the other district (North Cappagh) on the other, so that the two districts, although near, are thus separated, and there is a bridge at the one end of North Cappagh district leading to Mountjoy. North Cappagh is about four miles from Mountjoy Station, but Mountjoy would be the nearest station to it, and very considerably nearer than Omagh Station, to which they have to go.

39639. Those creameries have been established since the station was removed?—Yes, the creameries have all been established in recent years. I should say that the creamery at Mountjoy would not have been put there but that it was anticipated that the station would be restored. I mean it would have been put further down towards Newtownstewart.

39640. The milk is brought in from the district to the creameries, and the produce, whatever it may be, butter, and so on, has to be carted into Omagh?—That is the process. The butter or cream is carted into Omagh at present, but what the people of the district want is to put it into the train and send it off to Belfast, Derry, or other markets, instead of having to go to Omagh.

39641. You wish that the station should be restored to somewhere about its original site, and that would accommodate those new industries that have been established since the station was removed?—Yes, and also accommodate the people who wish to travel.

39642. All your coal has to be carted from Omagh or Newtownstewart?—Yes. I should say we were never told how much the income was or anything of that kind, to show how much we might have guaranteed. We did offer at one time to guarantee the railway company that if they restored the station we would make up the loss it would be to them, but it never came so near as for them to tell us what the income was and what the expenditure would be.

39643. Did you make that offer to the railway company?—There was an offer made. But it never came to figures.*

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Mr. Andrew Hamilton, Representative of the Omagh Board of Guardians.

Suggested restoration of Mountjoy Station to its original site.

Road cartage of goods inconvenient and expensive.

Offer to G.N. Company to offer to guarantee the loss in maintaining a station at Mountjoy.

Examined by Lord PIRRIE.

39644. I presume you have had several public meetings on the subject of this station?—We have had public meetings held all round the country, three meetings held in Mountoy and two in Omagh, and also resolutions passed at the Board of Guardians and at the Town Commissioners, and I have here a copy of a resolution passed by North Cappagh Creamery Society and by the Omagh Angling Club, urging the re-opening.*

Resolutions of public meetings and local Boards advocating re-opening of the station.

39645. Therefore, we may assume that the people of the district all want it, and feel that they will have a good traffic if the station is re-established?—Yes. The district consider it a great grievance that the station was put there in the place marked on the maps lodged on the construction of the line, and was afterwards taken away. We think we were very unfairly treated by the company in doing so.

Examined by Sir HERBERT JEKYLL.

39646. You did not make any application to the Railway and Canal Commissioners, I suppose, on the ground of want of facilities?—We did make application to the Board of Trade. I have the letters here (*produced*).

Correspondence with the Board of Trade *re* Mountjoy Station.

"MOUNTJOY, OMAGH,
"*8th July*, 1896."

"R. 3035.

"*Re* Mountjoy Railway Station.

"SIR—

"I beg to refer you to your acknowledgment, dated 11th March last, of our memorial and papers, which you were good enough to state would receive attention. Not having heard further upon the subject, I beg again to draw your attention to it.

"I am requested by the committee who have been appointed to look after this matter, to ask most respectfully for a public inquiry of some sort into the subject. We are so satisfied that if the matter were fully inquired into, the Board of Trade would put pressure upon the company, that we are prepared to defray any reasonable costs which may be incurred in such inquiry.

"We have exhausted every means within our power, even to the extent of offering a guarantee to the company to indemnify them against loss by the re-opening of the station, as shown on their own plans, but all without avail, and we trust that, as your Board seems our only hope, you will interfere on our behalf. Our grievance is not sentimental. We only ask the company to do what they publicly contracted to do, and if the statements contained in our memorial sent you are denied by the company, we are prepared to send a deputation to wait upon your Board to verify those statements upon oath, if necessary.

"I would beg again to remind you of some of the points set out in that memorial, viz.:—That the station now asked for is set out on the company's original plans; that it was worked for some time after the opening of the line; that it was subsequently shifted to an unworkable and useless place, and finally closed altogether, against the will of the inhabitants;

* See appendix No. 10.

Jan. 13, 1908.

Mr. Andrew Hamilton, Representative of the Omagh Board of Guardians.

Correspondence with the Board of Trade *re* Mountjoy Station—*con.*

that there is no station within a distance of ten miles (the longest in Ireland). This is admittedly a very populous rural district.

"I have also recently been informed, and have no doubt, that the local director of the company has stated to one of our committee that he has urged the company all in his power to re-open the station.

"There is not a public body in the locality who have not passed unanimous resolutions in its favour, viz.: public meetings of the inhabitants, public meetings of the inhabitants of Omagh, the Omagh Town Commissioners, and the Omagh Board of Guardians.

"We are most reluctant to write anything harsh of the company (which is now paying a dividend of 6¾ per cent., besides a surplus carried forward), but in justice to ourselves I would beg to draw your attention to this evidence given before the recent Parliamentary Committee relative to the proposed railway between Strabane and Derry. Whereof it appears, and from local knowledge we have no doubt it is the case, the new line has been rendered necessary, at least in a great measure, through the refusal of the Great Northern Railway Company to grant legitimate concessions. The only grounds given by this company for refusing our request is that of expense; and yet thousands of pounds are being spent to oppose new lines, rendered necessary through their own action in refusing to make concessions not dissimilar to ours.

"I regret having to trouble you at such length, but the circumstances demand that the facts should be brought before the Board of Trade, and, if need be, before the public.

"We confidently hope that your Board will give the matter more than a mere formal acknowledgment.

"I am, Sir,

"Your obedient Servant,
"(Signed), A. Hamilton."

"The Assistant Secretary, Railway Department, Board of Trade, 7, Whitehall Gardens, London, S.W."

39647. What was the result of that correspondence?—I will just read the reply. It states:—"I am directed by the Board of Trade to advert to your letter of the 8th inst. with further reference to the re-opening of the station at Mountjoy on the Great Northern Railway of Ireland, and in reply to state that the Board are of opinion that no useful purpose would be served by their re-opening the correspondence with the railway company on the subject. The Department has not been entrusted by Parliament with powers to deal with such a matter compulsorily and they are not therefore in a position to bring pressure to bear on the Great Northern of Ireland Railway Company. The Board are always happy to assist memorialists and others interested in a locality by making representations on their behalf to the railway company serving the district, but when, as in this case, such representations have proved ineffectual, the Department is unable to pursue the matter further.—I am your obedient servant, Francis J. S. Hopwood." That is dated the 20th of July, 1896, and questions were put in the House of Commons before this.

Examined by Mr. Acworth.

Powers of the Department as to the re-opening of railway stations.

39648-9. It was decided by the Court of Appeal in the Darlaston case that they cannot compel the re-opening of a station. The law was supposed to be otherwise till that decision?—We did everything we possibly could do short of instituting proceedings before the Railway Commissioners, which, I understand, is a very expensive matter, and we did not adopt that.

Prospects of traffic consequent on re-opening Mountjoy Station.

39650. Have you any idea what the value of the traffic of the Mountjoy creamery would be; what would they pay the railway company for carriage in a year?—It is a small quantity at present, so far as the creamery itself is concerned, but we hope by getting railway facilities that it would be very much increased. It would be very much increased if we had these facilities. Last year, which was not so good as some previous years, the turnover was £3,445 and a quantity of milk.

39651. The milk would not come in by train?—No.

39652. There would not be very much for the butter which the creamery would send out?—The expense of cartage of the butter and cartage of the milk amounts to over £40 for Mountjoy creamery alone.

39653. It would not pay the wages of a stationmaster, would it?—Of course not; but there is another concern, Messrs. Doherty and Borland, that keep some five or six horses every day carting goods to and from Omagh. Messrs. Scott, the millers, I believe, are bringing in often 8 tons a day. They keep two horses constantly on the road, and there are meal, flour, and things of that kind carted from Omagh which could very conveniently come to Mountjoy. The old station is just at the side of it, and then there is North Cappagh creamery similarly handicapped, or even worse—being further from Omagh their cartage is more. The Church of Ireland, Roman Catholic Church, and also the Presbyterian Church are all in the immediate neighbourhood, and many hundreds of excursionists would go from Mountjoy Station every summer, and those who do so now have to drive or walk.

39654. What is the population of Mountjoy itself?—It is a rural district entirely.

39655. Is there not a village of Mountjoy around the station?—No. The population that would be served by this station would, according to the census returns which I have looked up, be about 5,000.

39656. That is the population of the parish?—No; of the district about two or three miles around. It is a very thickly populated district.

39657. Do you think would the people be satisfied if they got a goods siding without any passenger trains?—They would be glad to get some concession from the railway company, but that would not be a restoration of the rights taken from them, nor would it serve them properly, as for example, if you take the case of the school children. I have myself counted between thirty and forty children who would go to Omagh in the morning to school; some now go on bicycles, some in traps, and others any way they could get in. That station would give them a cheaper and much more comfortable way of getting in and out.

Examined by Mr. Aspinall.

39658. Which is the more important to you, the passenger traffic or the goods traffic? Which would you sooner have if you had your choice at Mountjoy, a passenger platform or a goods siding?—There ought to be both, because there would be a very considerable traffic for passengers and also a large quantity of goods, and the creameries concerned cannot exist unless there are some railway facilities, because they will be outbid by other societies better served.

39659. Because you know that for certain kinds of trains run with rail motor cars the Board of Trade will allow of the erection of platforms at which trains can stop without signals or stationmaster or a staff of any kind provided that they are properly lighted. They call them halts; you don't know that?—I do not; but I do know it is a serious loss to us not to have railway facilities. Here are 10 miles from Omagh to Newtownstewart and there are some twenty trains passing every day, and the people think it very hard that the railway company do not offer them some trains. We don't ask for all the trains. We don't ask for express trains. We merely ask for the slow trains, which it would not be very inconvenient to the railway company to give us, and the goods train to take away the goods. One goods train each way would do.

Examined by Mr. Sexton

39660. The good schools are in Omagh?—Yes.

39661. How far do the children go to school on bicycles and in traps?—From 3 to 5 miles. About 3½ Irish miles, most of them.

39662. The distances vary from 7 to 10 miles a day?—Yes. I meet them myself. I go myself from the district, Mountjoy. I would go always by train, in the winter especially, if I could get going by train.

39663. Would the station be more likely to pay now than it did before it was discontinued?—I don't think there is any question but that it would.

39664. I understand that the railway company refuse to give the station because it would not pay?—That is the reason given to us. I am told by a man, whom I thoroughly believe, that the reason the station was discontinued in the first instance was that

Mr. Andrew Hamilton, Representative of the Omagh Board of Guardians.

the stationmaster had a row with some local person and threatened—I don't vouch for the truth of it; I merely repeat what I was told, and believe—that he would have the station removed, and he so poisoned the minds of the then directors that it helped them, at all events, to make up their minds to discontinue it.

39665. I understand that the district suffers continuous loss and damage owing to the want of the station?—There is no question of that.

39666. Creamery butter and other things are damaged by carting?—Messrs. Doherty and Borland, who have the shop in the district, keep some five or six horses on the road. Of course those horses must be paid for by some persons. We say they are being paid for out of the produce of the farmers of the district.

39667. But such produce as creamery butter is damaged and deteriorated by being carted in summer instead of being taken by rail?—They are, because in hot weather it is almost impossible to cart it without damage.

39668. Then you are confined to markets near you and are shut out from markets at a distance?—Undoubtedly that is so. We would have probably made an agreement to send the cream to Belfast or some place where a better price could be got than by sending it to Omagh if we had facilities for doing so.

39669. About railway grievances, it is often said that all you have to do is to buy a postage stamp and write to the Board of Trade. You bought the postage stamp and wrote to the Board of Trade and the Board of Trade replied that they had no power: was not that it?—Yes.

39670. And from the way their first representations were received by the company they were not inclined to renew them?—Yes.

39671. I suppose you know that the path to the Railway Commission has to be paved with gold for counsels' fees?—Really, I don't know the amount, but we don't care for the expense.

39672. At any rate you had not the gold to give?—No. We were thinking of taking proceedings in a court of law.

39673. You had better begin by collecting £1,000?—We never did it. But we have gone to some expense to have the matter properly considered. The railway company have still the plot of ground in their own hands.

39674. Do you notice that when a railway company is asked for any concession, whether it be a station or a low rate or an excursion or any other thing, they always think it sufficient to reply that it would not pay—the particular thing would not pay of itself?—Certainly the Great Northern do so, at any rate.

Policy of the Great Northern Railway Co. criticised.

39675. If a great company has a monopoly of transit over a wide district, is it a fair or reasonable thing to deny each particular concession simply because it would not pay?—I am quite sure in the case of small railway stations it is not fair, for it is very questionable if a small station does not pay in itself whether it does not pay indirectly. I think, for example, you will have to take into account the receipts at Omagh in order to say whether Mountjoy would pay or not, I mean the receipts at Omagh dealing with the district of Mountjoy, because Mountjoy should get credit for some portion of the receipts there, and I venture to say that half the stations on the Great Northern system do not of themselves pay. There are several smaller stations than Mountjoy—Trillick, for example, which, I understand, Mr. Archdall prevented the company from closing. They threatened to close it, I believe, and actually did close it, and Mr. Archdall, I think, had some agreement with them at the time the way was made and insisted on their keeping the station open. Mountjoy is a much more important station that that is.

Particularly as regards Mountjoy Station.

39676. In other countries where the railways are public property the question in the case of a concession being asked is not whether it would pay, but whether the public interest requires it: is that the proper test?—Yes.

The convenience of the public the proper object of railway administration, not the question of remuneration.

39677. You would like to see such a question as this determined by such a test, namely, not whether this particular small concession would repay its own cost itself, but whether the public interest really requires such concessoin to be made?—I think so. Of course within reasonable limits.

39678. Within reasonable limits?—Yes.

Mr. Patrick Murphy examined by the Chairman.

Mr. Patrick Murphy, Wholesale Provision Dealer, Dublin.

39679. Mr. Murphy, I think you are a wholesale provision dealer in Dublin?—Yes.

39680. Of course you send and receive a great deal of traffic by railways?—Yes.

39681. I suppose you have formed a favourable opinion as to the way in which they are worked?—No; quite the contrary.

39682. Tell us what you have to complain of?—What brought me to the Commission at all was an advance of rates by the Great Northern Railway from 10 to 15 shillings a ton, or 50 per cent., on the 1st of October.

39683. This last year?—Yes.

39684. Tell us the facts, will you?—There was a coasting steamer running from Derry to Dublin for some time. They were running in opposition to the Northern Railway Company. They were bringing us coarse meat from Derry to Dublin at 8*s.* 4*d.* a ton, and the Great Northern Railway Company was bringing it for 10 shillings a ton. The coasting steamer ceased to run on the 1st of October, and the Northern Railway immediately advanced the rate from 10 to 15 shillings a ton, or 50 per cent. I wrote the Northern Railway Company *re* the advance and have got their reply. I wrote the goods manager of the Great Northern Railway Company on October 19th. "Dear Sir,—There is a great hardship imposed on me owing to the advance in your rate from 10 shillings to 15 shillings per ton. It represents a loss of at least £1 10*s.* a week to me on the amount of goods I am getting through your line, and this week it amounted exactly to £2, as I got 8 tons through your company. I unfortunately cannot get an extra price to cover the extra freight, and unless you can see your way to bring them to the old rate I fear I will have to give up selling coarse meats altogether. I will feel obliged if you will go into this matter and let me have a reply at an early date.—Yours faithfully, P. Murphy." On the 23rd of October I received the following reply:—"Dear Sir,—Your letter of the 19th inst., to our Dublin office has been sent to me"—this is from Belfast—"you do not give the name of the traffic you refer to, but I presume it is coarse meat from Derry, and if so, our rate for it is, as you say, only 15 shillings per ton, station to station, owner's risk, which is certainly a very reasonable rate for traffic of this kind for a distance of 163 miles, and I think you should be satisfied with such a rate. You could not reasonably expect the company to carry the traffic at an unprofitable rate.—Yours truly, B. Gamble."

Complaint as to excessive rate for meat, Derry to Dublin.

39685. Did you ever go to the railway station to see the 10-shilling rate in the books of the company?—I did not go to see it, but I have the docket showing the 10-shilling rate and the 15-shilling rate, and they also had an 11*s.* 8*d.* rate.

Correspondence with the Great Northern Co.

39686. Have you got the quotation for the 10-shilling rate?—Yes.

39687. I would like to have a look at it; is there any stipulation, any condition with regard to that rate?—There is not (*docket produced*).

39688. This is one of the accounts?—Yes. The rate is shown at 10 shillings a ton.

39689. *Mr. Acworth.*—How long has it been in force?—The 10-shilling rate had been in force from August, 1906. Before that there was an 11*s.* 8*d.* rate.

39690. Before that?—Yes; so that you have three rates in two years.

Variations in the rate consequent on steamer competition.

39691. Before August, 1906, you had an 11*s.* 8*d.* rate?—Yes.

39692. From August, 1906, to October, 1907, you had a 10-shilling rate?—Yes.

39693. How long did the 11*s.* 8*d.* rate last? Did it go back?—I am only in business for close on three years and I had the 11*s.* 8*d.* rate from the time I started.

39694. *Mr. Sexton.*—Were there any steamers running when you went into business?—I think there were. They were running about a year and nine months in all.

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Mr. Patrick Murphy, Wholesale Provision Dealer, Dublin.

Complaint as to excessive rate for meat, Derry to Dublin—*con.*

Reduced rates offered by Great Northern Co.

39695. *Chairman.*—You never went yourself or sent anyone to look at the rate-book?—No, I did not. Since then I have communicated with the firm that I get those meats from—Messrs. Mark Rolleston and M'Loughlin, of Derry. I wrote to them asking them to reduce the price of the goods as I could not get an increased price to cover the increased rate, and then they communicated with the railway company, and as a result they have offered me since a 12*s.* 6*d.* rate, and Mr. Walker called from Derry. He wrote me on the 5th of December—"Dear Sir,—Will you, please, if convenient, see me here at 5 o'clock on Wednesday relative to rate for coarse meats from Derry to Dublin." I was unable to see him on the day mentioned, but I wrote to say that I would see him on the day following. I saw him on the 8th of December, and he offered me a 12*s.* 6*d.* rate, and a refund of what I had paid over and above that.

39696. What did you say the distance was?—163 miles.

39697. What is the traffic?—Coarse meat, which means pigs' head and tongues.

39698. What is called in England offal?—It would not come under the heading of offal.

39699. What are they packed in?—In barrels of 2 cwt., on which we pay freight for 3 cwt., that is, 2 cwt. of meat, and then they put 1 cwt. on the barrel and the pickle. That gentleman came from Derry, and saw me. I think he is the traffic manager or superintendent in Derry. He offered me a rate of 12*s.* 6*d.* I did not say that I would accept it. Since then they have offered it to Mark Rolleston and M'Loughlin at 11*s.* 6*d.*

39700. *Lord Pirrie.*—But they wanted 12*s.* 6*d.* from you?—Yes. They offered me a 12*s.* 6*d.* rate.

39701. Did they offer any other firm the same goods at 11*s.* 6*d.*?—I would not accept the 12*s.* 6*d.*, and they offered the 11*s.* 6*d.*

But traffic sent by steamer, Derry to Heysham and thence to Dublin, at a cheaper rate.

39702. *Chairman.*—Has any other route been suggested to you for the traffic?—Yes.

39703. What is the route?—The stuff is sent across to Heysham, in Lancashire, by the steamer, and from Heysham over here to Dublin.

39704. There are two sea passages?—Yes, for 10*s.* 6*d.* a ton.

39705. Are you sure of this?—Quite sure.

39706. Have you got your figures?—I have paid it.

39707. You don't mean to say you have got the traffic carried that way?—Yes.

39708. From Derry to England and back again to Dublin?—Yes.

39709. Do you get it for 10*s.* 6*d.*?—Yes. I have given none of my traffic to the Northern Railway Company since the 1st of December. I have got all my coarse meat *via* Heysham since then.

39710. That is extraordinary. Have you anything to add to what you have told us about this particular traffic?—I don't think so.

Complaint as to unpunctuality of G.S. & W.R. Company's passenger trains.

39711. Have you anything to say with reference to the train service?—Yes.

39712. What have you got to say about that?—The trains on the Great Southern line, on which I travel frequently, are never run up to time, particularly the late trains at night. On one occasion I came from Naas to get the 1.35 train at Sallins. That train was an hour late. I inquired to know the cause of the delay, and I was informed that there was a race meeting at Tramore, and that there was a special coming from there, and they had to wait for the special.

39713. That was exceptional. There are delays everywhere where there is special traffic?—An hour is exceptional.

39714. Unless you have something more substantial than that I must pass on?—Should the ordinary business people who are supporting the railways constantly and regularly have to suffer this inconvenience?

39715. You have given a very strong case in reference to the rates, but a very weak case in reference to delay?—I am only giving evidence of what has come under my own notice.

Comparison of rates for butter, Copenhagen to Dublin and Galway to Liverpool.

39716. Have you anything to say with reference to local rates in Ireland?—Yes. I consider them too high.

39717. Why do you consider them too high? Have you got any special case to give us illustrating what you mean?—I get Danish butter from Denmark——

39718. I am speaking of local rates?—But I wish to mention this to illustrate the other rates I get Danish butter from Denmark to Dublin——

39719. Does it become Irish butter then?—No. I sell it as Danish. There is very little Irish butter made in the winter time, and I get it from Denmark at 35*s.* a ton.

39720. How does it come?—It comes *via* Hull, across *via* the Lancashire and Yorkshire Railway to Liverpool, and thence across to Dublin, and it is delivered at the stores from Copenhagen at 35*s.* a ton.

39721. From the port, wherever it is?—That is Copenhagen. That is where we buy it. If a man in Galway wishes to send his produce to England it would cost him a great deal more.

39722. Take the same article, butter?—The rate from Galway to Liverpool is 41*s.* 8*d.* a ton. The distance from Liverpool to Hull is about the same distance as from Dublin to Galway, exactly the same distance.

39723. *Mr. Sexton.*—The rail journey in both cases is the same?—Yes. Then it is brought 680 miles of a sea journey for nothing. The rate in one case is 41*s.* 8*d.*, and does not include delivery in Liverpool. The rate in the other case is 35*s.*, and includes delivery in Dublin.

39724. That is the Danish rate?—Yes. I will give you those rates (*dockets produced*).

39725. No wonder that the Danish butter should have an advantage in the English market when it can be brought to Ireland on terms unfavourable to the Irish producer?—Of course it is pointed out to us every day what an advantage it is to us to have such a great market as England close beside us, but it would be better for us if the English market were 700 miles away.

39726. *Chairman.*—It the Danish rate an owners' risk rate?—They insure it for a few pence. It is owners' risk.

39727. Is the rate from Galway owner's risk also?—Yes. The conditions are the same.

39728. I think that is a good illustration?—Of course the rate to Manchester is much more. I take that one instance on account of the rail journeys being exactly the same.

39729. You can give us the rate there if you like?—To Manchester from Galway it is 43*s.* 4*d.*

39730. Have you given us that simply as a rate, or is butter actually carried from Galway?—Yes, it is.

39731. It covers an actual transaction?—Yes.

39732. As regards some anomalies in the rates on the Great Southern and Western Company, what have you to say about that?—Take, for instance, the rate from Limerick to Dublin for butter, which is 16*s.* 4*d.* a ton, from station to station. The station to station rate from Goold's Cross to Dublin is 17*s.* 6*d.*; yet the distance from Limerick to Dublin is 129 miles, and the distance from Goold's Cross is 95 miles.

39733. Both are station to station rates?—Yes.

39734. They are under the same conditions and with the same quantities?—Yes, about 3 cwt.

39735. That is an example of what you call the anomalies of the local rates?—Yes. That is only one. I could give you several.

39736. Would you give us another one?—Thirty miles west of Limerick is Devon Road, where I get a good deal of butter from, at 25*s.* 8*d.* The distance is thirty-eight miles beyond Limerick or 167 from Dublin. The rate from Cork to Dublin, which is 166 miles from Dublin, is 17*s.* 6*d.*

39737. That is the sea competition?—Yes.

39738. You are a business man?—I understand that, but there is no competition in the County Cork, where the line is altogether their own.

39739. Give us one more case?—Newmarket, in the County Cork, is 164½ miles from Dublin. They quote both 16*s.* 8*d.* in four-ton lots and 20*s.* 10*d.* for a lesser quantity. That is the same distance as Devon Road, and in the one case they quote 16*s.* 8*d.* where it is all their own line, and in the other it is 25*s.* 8*d.*

39740. *Lord Pirrie.*—For the same mileage?—There is a difference of about three miles.

39741. *Mr. Acworth.*—The 25*s.* 8*d.* is not for a four-ton lot?—No. Neither is the 20*s.* 10*d.*

39742. It should be a comparison between 20*s.* 10*d.* and 25*s.* 8*d.*?—Yes. That is right. The rate from Goold's Cross is 17*s.* 6*d.*, and the rate from Limerick, thirty miles further away, is 16*s.* 4*d.*

Chairman.—I think that is quite sufficient for our purposes.

Mr. Patrick Murphy, Wholesale Provision Dealer, Dublin.

Examined by Mr. SEXTON.

39743. I wish to question you a little further about the rate from Derry. When did you go into business in Dublin?—Next March three years exactly.

39744. Did you then have this traffic brought from Derry by the Great Northern Railway?—The first traffic I got over the Great Northern was this time two years exactly.

39745. What did you pay then?—11*s.* 8*d.*

39746. Did that figure appear in the rate column of the docket?—Yes.

39747. That went on until the steamer ceased to run?—The steamer was then on, and they further reduced it to 10*s.*

39748. Voluntarily?—Yes. I did not ask them.

39749. The steamer rate was 8*s.* 4*d.*?—Yes.

39750. Probably they found that 11*s.* 8*d.* was not competing efficiently, and they reduced the rate to 10*s.*?—Yes.

39751. Did you send any of your traffic by steamer?—Yes.

39752. Was that before or after the 10*s.*?—Before and after. I gave the most of my traffic to the steamer.

39753. That may have led to the reduction?—I don't know that my traffic did, but other people may have been giving away traffic which induced the railway company to reduce their rate.

39754. If they were charging you 11*s.* 8*d.* and the steamer was charging 8*s.* 4*d.* they would think it well to reduce the freight to 10*s.*, which might compete effectively, having regard to the greater speed and convenience of the train service?—Yes.

39755. Then the steamer ceased?—Yes.

39756. Then the next thing you noticed was the rate of 15*s.*?—The rate was charged for a few weeks before I noticed it.

39757. Did the three rates all appear in the rate column of the invoice?—Yes. I have it here (*dockets produced*).

39758. The company were bound to have the rate-book correspond with the invoice, from which it appears they must have reduced the entry in the rate-book from 11*s.* 8*d.* to 10*s.* and then have increased it again to 15*s.*?—Certainly.

39759. Either they were levying rates not entered in the rate-book which were illegal, or they reduced the rate in the rate-book and raised it again in the rate-book, which renders them liable to the supervision of the Railway and Canal Commission?—Either one or the other. I have a number of dockets with the different rates on them.

39760. Does the increase of from ten to fifteen shillings add £100 a year to your business?—I should say that it is between £80 and £100.

39761. You could not afford to pay it?—I could not afford to pay it.

39762. So instead of having it carried by rail you have had to take to the water?—Yes.

39763. That is on this traffic only?—Yes.

39764. It is sent first across from Derry to Heysham, and then it is brought back to Dublin from Heysham?—Yes.

39765. So that it has to be handled six times. It has to be carted in Derry?—Yes.

39766. It is carted to the ship and loaded there. It is unloaded in Heysham and loaded on the other ship, and it is unloaded in Dublin and carted to you?—Yes.

39767. So there are two voyages and six handlings, and you have the goods carried more cheaply than they would be by the Great Northern Company with only two handlings?—Yes.

39768. Then it appears, that having imposed 15*s.* they then came to you and offered you a rate of 12*s.* 6*d.*, with a refund of all paid over that amount?—Yes. That was after I had written to Mark Rolleston and M'Loughlin, which was on the 23rd of November. Then they offered a rate of 11*s.* 6*d.* to the senders.

39769. So we have six rates on the same goods in the course of a few months, varying between 10*s.* to 15*s.*?—Yes.

39770. Do I understand you to say you told the senders, Messrs. Mark Rolleston and M'Loughlin that you intended to give evidence before this Commission?—Yes.

39771. Who, did you say, called to you on behalf of the railway company?—Mr. Walker. I don't know whether he is superintendent or traffic manager in Derry.

39772. Did he come to your place of business?—He came to my place of business in Dublin.

39773. Did you tell him you proposed to give evidence here?—No, but he asked me if I was to give evidence.

39774. What did he say about it?—He said I intended to give evidence, and he asked me not to give evidence and he would do anything reasonable, and to communicate with himself.

39775. What did you say?—I would not like to put it exactly that way. He asked me if I proposed going to the Commission, and I said I proposed going, and he said—"Don't go to the Commission and I will do anything reasonable to meet you."

39776. What did you say to that?—I said I would not pledge myself to anything, that I intended going to the Commission, and had made up my mind.

Great Northern Company's offer to arrange a reduced rate if the matter were not brought before the Commission.

Examined by Mr. ACWORTH.

39777. You mentioned that you have not seen the rate-books?—No.

39778. You assume that the Great Northern Company had complied with the law and put the 10*s.* rate in the rate-book?—Yes.

39779. When they proposed to put it up to 15*s.* they were bound to give public notice of it in an advertisement?—So I am informed.

39780. There is no doubt about the legal obligation to give notice by advertisement. You did not happen to see any advertisement of the kind?—Not on any occasion that they altered the rates. I never saw it.

The obligation on railway companies to advertise increases in rates.

39781. They are not bound to give notice when they are going to reduce, but I assume you don't mind how soon that comes?—No.

39782. When they proposed to advance they were bound to give notice by advertisement. Of course you cannot say that that was not complied with?—No. I cannot say that.

39783. But you did not see the advertisement?—No.

39784. Well, I think that remains for the railway company to explain. You cannot tell what is the distance from Derry *via* Heysham?—I cannot tell you the distance.

39785. About 280 miles I understand. About the Danish butter; what sort of consignments do you get that in?—Packed in cwt. casks.

Similarity in size and manner of packing of Danish and Irish butter consignments.

39786. What do you get at a time?—It varies, of course. Three casks come as a tonnage lot, the same as applies to this country. I get, as a rule, between ten and twenty of these. The docket that is there I think it is for a ten-cask lot.

39787. You commonly get in something between a ton and a half ton?—Yes.

39788. Can you tell me what is the rule with the Irish butter. Is that generally sold in lots of the same size, or larger or smaller?—In the same sized casks.

39789. I am not speaking of the size of the casks, but of the quantity sent from one consignor to one consignee?—I am quoting it for tonnage lots, which are exactly the same in each case—three cwt.

39790. I quite understand that in each case the rate is for something not less than 3 cwt.; but as a matter of practice you tell me that you get Danish butter in lots of from a half-ton to a ton. In what lots do you get the Irish butter generally?—About the same quantity.

39791. Is that usual. Do you think that as a rule Irish butter is sold in the same kind of quantities as Danish butter?—It is only the creameries here that sell in the large quantities. They quote creameries here for four-ton lots. No creamery has ever four tons of creamery butter. It would be all bad before they would have made four tons.

39792. Do they send Danish butter in four-ton lots?—There might be a few large people in England like Lonsdales, who might deal in four-ton lots, but nobody in Dublin.

39793. As far as you know, there is nothing in the difference of the average consignment to explain the Danish rate being lower than the Irish rate?—Absolutely nothing. There is another industry started down in Cork. It has not come under my notice, but I know the facts of it. It is a cheese industry. There is a man here in Dublin, Dolans, who acts as agent for them. He has been getting a considerable quantity of this cheese, and I am glad to say has been

No difference in the average consignments of both descriptions of butter to explain the lower Danish rate.

Jan. 13, 1908.

Mr. Patrick Murphy, Wholesale Provision Dealer, Dublin.

doing very well. They charged him, from Cork to Dublin, 25*s.* per ton. The rate for butter is 17*s.* 6*d.* per ton. All over the Kingdom the rate is less for cheese than for butter. They were written to on the subject, and the reply was it was a new article, and they had not gone into it. Immediately an industry is started in this country the railway company tries to wipe it out instead of encouraging it.

Complaint as to excessive rate for cheese. Cork and Dublin.

39794. *Mr. Sexton.*—Does that rate cripple it?—Of course it does.

39795. *Chairman.*—Did they bring the rate down?—They did bring it down after they were written to.

Ineffective representations to the railway company.

39796. Your point is that they should encourage these industries in the beginning?—Yes; but even the present rate is not sufficient. It is 17*s.* 6*d.*, the same as butter.

39797. What is the condition?—The condition is it must be in baskets, and those baskets have to be returned, and by the time the baskets are returned the rate would be exactly the same.

Allegation that new industries are crippled by similar treatment.

39798. You cannot expect cheese to be carried loose at companies' risk?—This man engaged a whole wagon, and filled a wagon with cheese, and they would not bring it less than 25*s.* 11*d.*

39799. They do now?—Yes, in the baskets.

39800. *Mr. Acworth.*—Suppose the cheese were packed into a wagon and were crushed underneath as it would do if packed loosely the company would be liable?—No. It was packed by this man. It was his own risk. He took this wagon, and it was packed by his own men in Cork with the railway company's men.

39801. But you say they would not let him send it loose at owner's risk?—No. They, would, at that freight 25*s.* 11*d.*; he took a whole wagon to bring it up, and they charged him that rate. On other railways of the Kingdom the rate for cheese is always less than that for butter.

39802. *Chairman.*—The cheese has to be packed?—Even taking it packed the rate is still too high.

39803. Then there is another question. Cheese is a very risky thing to carry?—But he took a wagon and filled it with the same as the men do with cattle or any other thing.

Examined by Lord PIRRIE.

Danish butter season.

39804. Do you bring in the Danish butter all the year round or do you only bring it in the winter when there is no Irish butter?—Only in the winter now.

39805. Is the butter you bring in to be sold in Ireland? You don't ship any of that to England?—No. It is simply for the Irish trade. They get it themselves direct in England.

39806. This is only for the Irish trade?—Yes.

39807. In summer do you buy the butter from the ordinary Irish creameries wherever you can get the supply?—Yes.

Effect of steamship competition on railway rates.

39808. You get it from where the railway companies charge low freights?—Yes, provided the quality of the butter is good. Most of the butter comes from Limerick.

39809. If you get it from creameries is there any difference in the quality?—Yes. There is a great difference between two creameries.

Reduced rates obtained from Great Northern Company in consequence.

39810. You have been two and a half years in business, and your experience is that you would have been very seriously injured were it not for the steamships coming to your rescue?—Yes. The only place they come to my rescue is on the Great Northern Railway. They have no competition with the railway company at Goold's Cross, and they are charging more than from Limerick. The nearer we are to the creamery in some instance the more we have to pay.

39811. You have not so much to complain of regarding the railways in the South of Ireland as in the North?—Yes. It is the Great Southern Railway that charges the Limerick and the Goold's Cross rates.

39812. You were talking of Derry a few minutes ago?—That was when I was referring to the coarse meat.

39813. You don't get any coarse meat from the South?—Yes.

39814. *Sir Herbert Jekyll.*—You have referred to the anomaly of charging lower rates for greater distances?—Yes. We never get a rate on the Great Southern and Western Railway. The rate column is blank. A man comes in with a package of stuff, and if you don't pay what is in the docket he will take the package back.

39815. *Chairman.*—Do you not get it with your account?—I suppose I would get it if I asked for it. Here is a docket (*produced*) with no rate on it at all.

Mr. Smyth (*G.S. and W.R.*)—It is not correct to say you don't know the rate. It may happen in one delivery note, but it is not correct to say that the Great Southern Company don't put the rate on the docket.

Lord Pirrie.—He says when they bring the package and he does not pay the 10*d.* that is marked on this docket they take away the package again.

39816. *Mr. Smyth* (*G.S. and W.R.*)—That is 10*d.* which is charged at the smalls rate and therefore the rate cannot go on the docket. (*Witness*).—I assert that there is no rate given on Great Southern dockets.

39817. *Lord Pirrie.*—Have you got one with you?—Unfortunately I have not, but I will send you one.

39818. The Great Southern, as a rule, you say, do not put in any rate?—They never put in a rate.

39819. And if a carter comes to the door, and you don't pay the money demanded, he takes back the stuff?—Yes.

39820. *Chairman.*—Are all your consignments from that company carried under the smalls rates?—No, they are not. That came to my hand.

39821. Suppose you got four cwt.?—Or a ton weight.

39822. Anything above three cwt—you say that in no case is the rate put on the dockets?—Yes.

39823. *Lord Pirrie.*—During these two years you have been in business, with all these rates changing, were you not aware, until this Commission was sitting, that the railway company could not increase their rates without an advertisement?—No, I was not. As a matter of fact, up to recently, what I did was what most business people do, pay what they are asked when the docket comes. We cannot afford a staff of clerks to check these things. I have to do my work myself. I cannot stay inside in the office when a package like that comes.

39824. Do you believe that no advertisement was put in the paper by the Great Northern Company when they increased the rates?—I believe there was not. The steamer went off on the 1st of October, and on that day they advanced the rates.

39825. Have you not made a claim on them for what was overpaid since then?—No. How could I go to fight the Great Northern Railway Company.

The Commission adjourned till the following morning at 11 *o'clock.*

SIXTY-FIFTH PUBLIC SITTING.—TUESDAY, JANUARY 14TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Sir CHARLES SCOTTER, BART., Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN, Secretary.

Mr. GODFREY J. GREENE, J.P., examined by the CHAIRMAN.

Jan. 14, 1908.

Mr. Godfrey J. Greene, J.P., Representative of Callan Rural District Council.

39826. Mr. Greene, I think you appear on behalf of the Callan Rural District Council?—Yes, I am a member of it, and I am here principally to represent the want of railway accommodation in that district. There is 1,500 square miles there, on the borders of the County Tipperary and County Kilkenny, that has no railway accommodation whatsoever, and served by carts only, at an expense of 6*d.* to 8*d.* per ton per mile.

39827. In what part of the district do you live?—I live at the town of Callan.

39828. How far is that from a railway station?—Callan is sixteen miles to Carrick-on-Suir and thirteen miles to Ballyhale and eleven miles to Kilkenny.

39829. The shortest distance is eleven miles?—Eleven miles to Kilkenny, but Kilkenny is not the principal railway station, because Carrick-on-Suir is practically a seaport station, because goods can be conveyed by the Suir Navigation to Carrick-on-Suir.

39830. Is the district purely agricultural?—Oh, no; it is just quite close to the Slieve Ardagh coalfields. They are practically dormant for want of railway accommodation.

39831. Have they ever been worked?—They are worked at present in a half-hearted manner. They are only doing a local output. They are so far from a railway station. Then there is the slate quarries that are mid-way between Carrick-on-Suir and Callan, where only recently there were employed 140 hands, but they had to shut up one of the quarries recently, which employed about sixty hands, for want of accommodation. Their slate is well known to be really the best, because it has taken several first prizes, and the managing director told me the output was only half of what it should have been for want of accommodation.

39832. There is a demand for the traffic, but it is not commercially successful in consequence of the cost of cartage?—Anything that goes in the more northerly direction has to be carted to Kilkenny, which is 23 English miles, and they cannot compete with the English slate for that reason.

39833. How many square miles do you estimate in that particular district is without railway accommodation?—About 1,500 square miles, I have been informed.

39834. Have you any idea of the population in that district—a rough estimate?—Callan union takes 14,000, but then there comes into it a portion of Carrick-on-Suir and portions of Urlingford, so I would roughly say about 22,000.

39835. Is it a rich agricultural district?—Oh, yes; it is most fertile; there are about 17,000 acres of barley grown in the district. I made that out from the police report, and this has to be carted; there is very little demand from the local brewers, but it has to be carted to Carrick-on-Suir, Ballyhaile, and Kilkenny.

39836. There are no malt kilns in the neighbourhood?—There are two breweries, but they purchase very little.

39837. Now, take manure, for instance—how do you get the manure?—Do you mean artificial manure.

39838. Any manure. Give some idea of what it costs to get it into the neighbourhood?—A ton of manure can be conveyed from Dublin to Carrick-on-Suir for 6*s.*, and from that to Callan the cartage is 9*s.* or 10*s.*; it varies according to the season.

39839. So that the railway carriage for a large number of miles is only about 6*s.*, and the cartage is about 10*s.*?—Yes.

39840. That is practically, it is prohibitive to import stuff into the district?—Quite so.

39841. You suggest something about some coalfields?—These are situated up beyond Ballingarry and Urlingford. They are about eight to ten miles from Callan. If the railway came, as suggested there, from Kilkenny to Carrick-on-Suir *via* Callan, it would tap them.

39842. Has any application been made by the county authorities for railway accommodation?—Not that I am aware of, but I may say in this district that they feel their grievances very keenly; they have been holding public meetings from time to time for the last twenty years.

39843. Suggesting light railway accommodation?—Anything that would relieve the great grievances. I have acted as hon. secretary of these meetings, and have been on a committee that they appointed to work up the affair, and we have written the Great Southern Railway, and they said—that was quite recently—that until the report of this Commission now sitting that they could not augment their system.

39844. I suppose you do not suggest that a railway *per se* would pay in itself without assistance from some quarter?—I believe it would. What I suggest personally is an extension on from Castlecomer through Kilkenny, Callan, into Carrick-on-Suir, and you would have a railway for sending the Castlecomer coal to the South. There is no way at present, and if you connect it with some of the stations, say Athy, you are as far away from the South as ever.

39845. You are of opinion that the light railway if constructed in that district would tend to develop all these industries?—Certainly.

39846. And the slate and the quarry is a known quantity?—Yes.

39847. And proved by working on a small scale?—Considering that they have been working with 140 hands it is not exactly a very small scale. We have considered very seriously a motor service, and, in fact, we got an exhibition of a Renard train.

39848. You have had that?—Yes; we had it in the town, but they consider that it would be some improvement, but it would not remedy the grievance by any means. The traffic to Callan is too large for a Renard train to grapple.

39849. The only remedy in your judgment would be a light railway?—Quite so.

39850. And that in itself, you think, would be fairly profitable in consequence of these industries?—I consider it should pay a fair dividend.

39851. Have the district considered the question of giving any guarantee?—They would give a reasonable guarantee.

39852. If it were limited?—Yes, limited.

39853. Not an unlimited one?—It would be very hard to expect that in view of the present depression of agriculture.

39854. You think the district would give a limited one?—I am quite sure of it.

39855. Have you formed any opinion as to what that limit should be—2*d.* or 3*d.* in the pound?—They would give that.

Owing to absence of railway accommodation, the cost of cartage practically prohibits import of goods.

Situation of Slieve Ardagh coalfields.

Ineffective agitation to obtain railway accommodation in Callan district.

Suggested route of new railway from Castlecomer to Carrick-on-Suir.

The traffic sufficient for a light railway.

The district willing to give a limited guarantee.

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Mr. Godfrey J. Greene, J.P., Representative of Callan Rural Ditsrict Council.

39856. They would not like to go into a guarantee of percentage which would land them into a shilling in the pound?—That would be disastrous, you know.

Callan an extensive barley-growing district.

39857. Did you tell me that about 17,000 acres of barley were under cultivation?—Yes; it is a lot of barley.

39858. And most of that barley has to be carted—how many miles?—It all has to be carted to Carrick-on-Suir, sixteen miles, Ballyhale, fifteen miles, or Kilkenny, eleven miles.

39859. Are there many carriers' carts in the district now—I mean regularly working?—Yes; there are twenty-four carriers in Callan and twenty-six in Ballinamore. The reason that Callan is smaller is that there are many private carters.

39860. These are public carriers?—Yes.

39861. Men who live by carrying?—Yes, live by carrying.

Decline in cattle fairs.

39862. Have you any fairs—cattle fairs?—Oh, yes; monthly fairs. They are going down seriously; the buyers will not come in now.

39863. In consequence of the difficulty of getting to the town?—In fact there are no purchasers there, only what we may call local graziers.

39864. Is there any difference of opinion as to the route the railway should take, or are they pretty unanimous?—They are unanimous.

39865. There are places where one part of a county wants it in one direction and another part wants it in another?—Yes.

Local unanimity as to the route of proposed railway.

39866. You are all agreed on the route?—Yes.

39867. And that route, you think, would be, first of all in the interests of the railway itself, and secondly that it would more effectually serve the district?—Quite so.

39868. What sort of roads have you in the district?—Excellent roads

39869. You are in Tipperary?—No, Callan, which is just on the borders. Tipperary roads are steam-rolled, and Callan Rural District roads are steam-rolled also.

39870. So that the roads for motor service are fairly good?—Excellent. In fact, we had to adopt the steam-rolling system on account of the heavy traffic.

A road motor service as a substitute not desirable.

39871. You think that a motor service would not effectually develop the trade?—The traffic is too great for it.

39872. Do you think there would be a fair passenger traffic?—Oh, yes; quite so.

Examined by Mr. Sexton.

Disastrous effect of emigration on Kilkenny County.

39873. Has the County Kilkenny suffered as much from emigration in the last fifty years as Irish counties in general have?—Kilkenny has suffered very severely. My memory is hazy, but I think it has gone in the last fifty years considerably under half—three-fifths, I think.

39874. The general case is that since the railways were constructed, the populations of Irish counties have been reduced coincidently by about one-half?—I am not aware that there is any connection.

39875. I said coincidently—"at the same time." The railways were constructed in a certain time, and in the same time the population has dropped by half?—I do not attribute it to railway development.

39876. I am not asking that. In the same period the population has diminished by about half?—Quite so.

Decrease in population of Ireland in last fifty years.

39877. And the population of the whole country has decreased from close upon 9,000,000 in 1846 to just a little over 4,000,000 now?—Yes.

39878. Well, emigration has proceeded so far that I think even those who thought it a good thing forty or fifty years ago agree that it should be stopped?—It is quite agreed.

39879. The question of finding employment for the people at home has become extremely urgent, even from the Imperial point of view?—Yes.

39880. Even from the point of view of Imperial revenue?—Yes, that is so.

39881. Now, regarding the question from that point of view, bearing that in mind, what would be the probable cost of the railway which you require from Castlecomer to Kilkenny *via* Callan and Mullinahone to Carrick-on-Suir?—I have not gone into the question.

Length of proposed railway.

39882. How many miles would it be—the whole railway?—I will just make it up—about thirty-nine, something under forty miles.

39883. Perhaps the cost would be about £200,000?—I am not very strong in engineering—I do not know.

39884. You are of opinion that the railway might pay?—Yes; I am quite sure. Kilkenny, from the point of view of its mineral wealth, should certainly make the railway pay.

39885. You have been asked whether any applications have been made with reference to this railway. Do you not know that ever since the Union, 107 years ago, continual efforts have been made in that part of the country to get, first, a canal, afterwards a tram line, and since then a railway? They have never ceased, and all their efforts have been abortive?—All abortive. In fact, for the last twenty years in the district I represent there have been public meetings after public meetings appealing to know how can they get some means of transit.

39886. I suppose the failure may be explained in this way, that you have to get a company to construct the line or get the Imperial Treasury to make a grant?—Yes; the latter way is our only hope; and, failing that, there is not money enough to run it through private enterprise.

39887. Is that hope growing, or is it becoming fainter?—It is growing.

39888. The hope that the Treasury will make a grant?—Yes.

39889. Do you really say so: have you not observed that in recent years the grants for railways are becoming fewer and smaller?—Yes. But we have opinion that perhaps a reaction may set in.

39890. A Treasury reaction in favour of liberality?—Quite so.

39891. You may hope—have you any grounds for it?—No grounds, but that we always like to look at the bright side of things.

39892. You see no grants have been made for some years now except from the Development Fund, and that fund has been all swallowed up by land purchase?—Yes, unfortunately.

39893. Do you think, if you had any authority in this country to which you might apply, an authority regarding the transit system as a whole, and not trying to lay a levy on every district for every little line, you would have a better chance of getting the line you need?—It is not hopeful I would be then but certain.

39894. You and I are practically of one mind on the subject?—Quite of one mind.

39895. You are not tied down to agriculture in this district?—Oh no. Perhaps it is one of the very few districts in the country that have other wealth; but, unfortunately, it is undeveloped, or, I might say, dormant.

39896. You have large and valuable mineral resources?—Yes. They are very little developed.

39897. No trade or navigation laws passed in London could take away your mineral resources?—No.

39898. Is the coal supply in that region practically inexhaustible?—On the Slieveardagh field, so far as it has been ascertained, it is inexhaustible.

39899. Take them altogether—Slieveardagh and Castlecomer—is there what might be called an inexhaustible supply?—An inexhaustible supply, as has been ascertained.

39900. Do you know that we pay every year for coal imported into Ireland £2,000,000 to £3,000,000?—Yes; and even anthracite—this is only anthracite—it has been imported into this country, which should not have been done.

39901. We pay £2,000,000 to £3,000,000 a year for coal brought into the country, and you have an inexhaustible supply in that district, and our population is reduced by half for want of employment. Is that not disgraceful to the Government?—Quite so.

39902. Do you know of anything more disgraceful in any civilized country in any part of the world?—We would rather not speak of it.

39903. Do you think a rational man sees any real ground of hope, except from some domestic system of Government, which will foster home industries?—It is the only real remedy.

39904. You have slates, marble, and limestone in your district. Do you know that we pay every year for slates brought into this country more than £100,000, and as much for marble and limestone and other stones which we have in abundance?—I do not know the figures, but there are splendid black marble quarries in Callan not working at all—not a stone taken out.

39905. That import simply means that people are paid wages in another country for producing the goods, while Irishmen, who could produce the goods at home, are obliged to go to America?—Yes. There were sixty hands discharged from the slate quarries there, and one of the best quarries has been closed up; and I was speaking to the managing director, and he attributed it altogether to want of railway accommodation—that they could not compete with those who have railway accommodation. Cartage is too high.

39906. I suppose you agree with what Mr. Disraeli said—that if a Government fails to attend to the material interests of its people, that Government is condemned?—I quite agree.

39907. You are hit in three ways: first, you have to pay not only the railway rate upon goods brought in, but you have to bear, as I understand, the cartage rate of 6*s.* to 10*s.* a ton for bringing the goods from the railway to the point of distribution?—The cartage expenses are the most serious. If we had a railway, even if we had some grounds of complaint about the charges, such as we know are made, we would not complain.

39908. When that charge of 6*s.* to 10*s.* per ton, in addition to the railway charges, is placed on the goods, which your shopkeepers in Callan have to sell, what chance have they of transacting a lucrative trade?—It destroys it.

39909. It is destructive to the trade?—It is destructive to the town. All the traders agree. The shopkeepers are the keenest to get the railway.

39910. Naturally. They stand at a disadvantage in the selling market to the extent of this 10*s.* a ton. Then, for any goods you have to send out, you have to bear this charge of 6*s.* to 10*s.*, in addition to the cost of production?—Yes.

39911. And to that extent you stand at a disadvantage in any market where you have to sell?—Yes, and the farmer has to walk the cattle a considerable distance, and leave them not as fresh or marketable as the cattle that could be sent by rail or even walked only a short distance.

39912. And then the buyers—the commercial travellers of the cattle industry—prefer to go to markets where they have railway accommodation, and your fairs are left derelict?—Yes. Cattle are badly depreciated in value when they are walked in thirteen to sixteen miles; and then, when they are sent to Dublin, the cattle are simply wrecks.

39913. Now, you grow barley and oats in great quantities? Oats is only grown for home consumption. It is barley they principally rely on.

39914. Oats for home consumption, not for sale?—Very little is sold.

39915. Barley you would sell if you could?—Barley is the more lucrative crop.

39916. Do you know we import £500,000 worth of barley into the country every year? What does that mean: that Irish and English railways, in conjunction, carry the barley in here at a low scale of rates, and that districts in Ireland which have no railways, or which even have railways, have to pay so high a rate, that the imported barley finds a market here in preference to the home-grown grain?—Yes.

39917. All that seems to spell disaster and ruin. Is there any way out of it, Mr. Greene, except what has been taken in so many countries where the railways have been united and worked, not for profit, but for the benefit of the country?—I suggest State purchase, and have all the railways worked as one system under the control of the public. The cost of management by that, it can be easily seen, would be lesser.

39918. Certainly?—And at present, unfortunately, the railways are not, as far as I can see, co-operating, and that costs more expense and more inconvenience.

39919. Railways co-operate to keep up rates, but they struggle with each other for the meagre traffic that there is to be obtained?—Yes; and then they do not time the trains to make connections.

39920. Yes. The habit of contention for traffic sometimes generates the wish to baffle each other?—I would suggest that the Government should give grants, even on the same lines as loans for the purchase of the land, for the purchase of the railways, and I am quite sure that the interest could be paid by them.

39921. In the same manner as they lend for various purposes—on the condition that they receive back enough to pay the interest and instalments to extinguish the debt?—Yes.

39922. Do you think that it would be indispensable, in order that we should have control of the surplus profits, that the railways should be worked by Irishmen?—If they are worked otherwise, I would prefer to leave them as they are. If they are worked by a body that do not understand the country they are better as they are.

State purchase and unification of the Irish railways under public control advocated.

The control to be centred in an Irish body.

39923. The Irish railways have hitherto been worked very much under external influence, and you hold that even though purchased, if they were not worked under the influence of an ownership which would accord with Irish interests it might be just as well to let things go as they are going now?—Yes, if it is worked by any external body (if I might call it so), it will eventually come under the influence of great English railways, and they will become simply only feeders to the English railways.

39924. The English railways might be as influential with the Imperial Department as they are now with the Irish railways?—I am afraid quite as much.

Examined by Mr. Acworth.

39925. Just a word about barley, Mr. Greene. I suppose the great bulk of barley is used for brewing?—Oh, yes, except what is damaged or unfit for brewing, and it is used for feeding.

39926. It is grown for brewing; if it is not good enough it is used for food for cattle?—It is grown for brewing.

39927. Where are the big breweries?—Waterford, and then there are some up along the County Cork, and maltsters in Milford, Bagnalstown, Carlow, Loughlin.

The home centres of consumption of Irish barley.

39928. Where are the breweries?—I do not know who these maltsters supply. They simply malt, and sell the malt.

39929. The big breweries that we know are in Dublin, Belfast, Cork, and Waterford?—Yes.

39930. They are all on the sea coast?—Yes.

Location of the Irish breweries.

39931. If they get barley from England they will get it by sea?—They will.

39932. And the Irish railway won't carry it at all. It will come straight by sea into the town?—Yes.

39933. If, on the other hand, the barley comes from anywhere in Ireland, the Irish railways will get a finger in it?—Quite so.

39934. So that it looks as if it was the interest of the Irish railways to encourage Irish barley instead of English barley?—I do not know whether they look on it in that light.

39935. Does not that seem the natural light?—Yes.

39936. It seems so to me. Tell me another thing. You said supposing you had a railway authority in charge of railways, you are quite certain you would get the railway at once?—Yes.

39937. I am not suggesting that you do not want your railway very badly. I think you do—you know, of course, but I daresay not as well as we do, that there are a great many other people in Ireland that want railways very badly, too?—I quite believe it.

39938. Supposing that there are a dozen or twenty different districts wanting railways just as much as you do, do you think an Irish authority would be able to provide them all at once?—A genuine effort would be made to grapple with the difficulty even if all could not be done at once

The prospect of an Irish authority dealing effectively with railway extension.

39939. I am not doubting for a moment, but everybody could not come first?—No; of course not.

39940. Are you sure there would be money enough to do them all?—That is a financial question that is a little above me.

39940A. I am afraid finance is rather at the bottom of this question. You see the difficulty, do not you, that with the best intention in the world the money may come short?

39941. *Mr. Sexton.*—If we were allowed to use our own revenues there would be enough of money.

39941A. *Mr. Acworth.*—That is Mr. Sexton's answer. I would prefer the witness's?—I quite agree with Mr. Sexton.

39942. Just one other point. You suggest that the railway should go from Castlecomer to Kilkenny, and so down?—I would be more immediately interested to alleviate our own grievances by having it from Kilkenny to Carrick-on-Suir, but I believe, honestly, that a railway from Castlecomer to Carrick-on-Suir *via* Kilkenny would pay a dividend.

Suggested route for proposed railway from Castlecomer.

39943. I quite follow; but you know that we have had evidence here from Castlecomer, and what they want, mainly, is to get northward to Stradbally, and

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north to Kildare, and so on to Dublin?—They are only looking at what concerns themselves.

39944. Quite so, just as you are?—Oh, no. I would not have introduced Castlecomer if I looked at what only concerned ourselves, because we could get the coal from Slieveardagh.

39945. Where is Slieveardagh?—It is northward of Callan.

39946. Is it north, south, east, or west of Kilkenny?—It is west.

Suggested route for proposed railway from Castlecomer—*con.*

39947. Of the two coalfields you would rather be connected up, I understand, with the Castlecomer one?—No, if we only considered it to alleviate ourselves. You have no outlet on the other side. What I want is not to have it a *cul-de-sac*, but to connect it with the G.S. and W. Railway, and then with the Suir Navigation at Carrick-on-Suir.

Connecting the G.S. & W. Railway and the Suir Navigation.

39948. And then with the Great Southern and Western Railway at Kilkenny?—Yes.

39949. I see that, but when you get to Castlecomer, unless it went on from Castlecomer through Stradbally northward, you would not get it beyond Castlecomer?—No.

39950. As far as you are concerned, you are not most interested in getting beyond?—We would get the connection through Kilkenny.

39951. The point I wanted to call your attention to was that the Castlecomer people talk more of getting northward than southwards?—Would not you think they would have as good a market for the coal in Cork and Limerick

39952. I won't express an opinion. It really works out that what we are asked to support is a railway, not merely your piece to Castlecomer but northward from Castlecomer to Portarlington.

39952A. *Chairman.*—That is the contention.

39953. *Mr. Acworth.*—We are really asked, in two halves, to make a through road?—Really what I am most interested in is from Kilkenny to Carrick-on-Suir. That would tap Slieveardagh, tap the slate and marble quarries.

39953A. You think there would be considerable outlet for Castlecomer southward, if you get it?—Yes.

Quality of Castlecomer and Slieveardagh coals.

39954. Do you know which is the best coal, Slieveardagh or Castlecomer?—Castlecomer is somewhat the better. It is worth 3*s.* a ton more.

39954A. Are they both anthracite?—Yes.

39955. And both are rather small, as you get it out?—Broken small. Oh, no. You get it in lumps up to two cwt.

Examined by Colonel HUTCHESON POË.

Comparison of output and prices of the two qualities.

39956. Just a word about this coal. Have you any idea of what the output is of that Slieveardagh colliery?—I have no idea.

39957. Does it compare, at all, with the quantity put out from Castlecomer?—I do not think it is half, though the coalfields are quite as extensive. It is now lying dormant.

39958. How many hands do they employ at present?—I have no idea. There are several pits open now. All are private enterprise. It is not worked as one concern.

39959. Small proprietors?—A man will open a pit and work it in a kind of a way, and then, eventually, become bankrupt or something else and give it up.

39960. Do you know what price they get at the pit's mouth for the larger-sized coal?—For the larger coal—it is raised recently—I have not got any since, but they were getting 10*d.* per cwt.

39961. At the pit's mouth?—Yes.

39962. At the present time, though it is subject to an increase, the Castlecomer coal is only averaging 10*d.* at the pit's mouth. Does your coal command as good a price?—It will compete with Castlecomer in Kilkenny, where they meet, but it is not as good a coal.

Situation of the slate quarries.

39963. To go from the coal. I gather, in reply to Mr. Acworth, that Slieveardagh is only about twelve miles from Templemore on the one hand, and from Ballyragget on the other. I do not think it could be much more than that?—I do not know.

39964. It is half-way from Ballyragget to Templemore?—I think the distance is over double that.

Distances to nearest railway stations.

39965. Ten to twelve miles from Thurles on the one hand, and Kilkenny on the other. But to come to Mullinahone—is not that the slate quarry?—No, Windgap. They are six or seven miles from Carrick-on-Suir, between Carrick-on-Suir and Callan.

39966. Did not I understand you to say that you had to cart twenty-two miles?—Yes.

39967. Where did you cart that to?—Kilkenny. The slates that go to the North.

39968. Could not you bring them to Ballyhale, which would be much closer?—Ballyhale is not.

39969. Ballyhale is farther from the slate quarry than Kilkenny?—Yes, they bring them to Kilkenny. Probably one of the reasons is that the road is more level.

39970. What distance are you from Fethard?—Mullinahone is only seven miles from Fethard?—Probably six miles or seven, and eight from Windgap to Mullinahone.

39971. It is seven miles by the railway guide from Fethard. Would not it be more convenient and more accessible?—There must be some reason to have it carted to Kilkenny.

39972. Have you any idea what the output of slates is?—No; I have made inquiry from the managing director, but he would not tell me, but he told me it could certainly be doubled if they had railway accommodation.

39973. Are they as good a class of slate as they put out at Nenagh, for instance?—Oh, superior.

39974. I never heard of that particular slate. Of course the Nenagh slate is a well-known slate in the South, and large quantities are brought into the country and used, but I never heard—though I live fairly near to the neighbourhood—I never heard of that slate industry. Has it been used in any place outside of your own district?—It comes here to Dublin.

39975. They have been advocating a line from Stradbally to Portarlington, and that the output of the Castlecomer fields is 80,000 tons a year?—I am not aware.

39976. At any rate, you know that the cost of a light railway would be at least £4,000 to £5,000 a mile. You are aware of that?—I have heard that.

39977. And that to earn anything like interest you would have to have a revenue of £140 or £150 per mile. Do you think for a moment, putting it fairly, that the traffic in slates and coals and barley and other products in your district would represent anything like a revenue amounting to £150 a mile per year?—Perhaps it might not the first year or two, but I have not the smallest doubt that as it became developed it would reach that.

39978. Have you any complaint to make as to the actual rates for barley once you get it on the railway?—Nothing. It looks very small as compared with the cost of cartage.

39979. At any rate, you have no complaint to make. The rates charged where they get it are reasonable, and, of course, as Mr. Acworth pointed out, it is to their interest to encourage barley growing rather than let it be brought in from the Continent and other places?—Yes.

39980. You alluded to the roads being in good condition?—Very good condition.

39981. Do not you think, in the first instance, that sooner than go to the large expense involved in the railway something might be done in the way of experimenting by the introduction of motor services or trucks?—We have considered the Renard car. We had it in the town, and it gave an exhibition, and we did not consider it would be able to grapple with the traffic. In fact, if we thought it a success the people of the district were willing to subscribe and purchase one if they thought it would pay.

39982. The Renard car, I believe, they estimate will carry twenty tons two journeys each of nine to ten miles. Do you mean to say that except for a very short period of the year you have anything like the traffic amounting to that tonnage in barley, for instance, sent by carts?—I am quite sure there is more.

39983. For a couple of months in the year?—There are twenty-four carriers' horses engaged in Callan constantly, besides a lot of the larger merchants keep their own horses. Any man who has sufficient traffic to keep a horse, he will keep his own in preference to paying carriers' fees. And then at Mullinahone there are twenty-six carriers, so that it is impossible that a Renard train would be able to grapple with it.

39984. On your own figures, fifty horses represent a traffic of less than 50 tons which the Renard train would amply provide for?—Yes; but I think there

are, perhaps, thirty or forty more private horses carting.

39985. I wondered whether, in the first instance, you thought that by way of experiment something might not be done in the way of a motor service or Renard train to see whether the traffic would pay the heavy expenditure involved in the construction of a railway. It is not easy to get money?—The question has not been dealt with. There was a committee formed of the most influential people of the district, and they were all Justices of the Peace for County Kilkenny and County Tipperary, and that was their opinion after considering the matter for several weeks—that a Renard train could not grapple with it.

39986. I have no doubt you would like the most efficient service, which would be the railway, but failing such a service do not you think it would be wise to get something done towards the establishment of a motor service, which, though it might not be all you want, might answer the purpose, and justify the Treasury or the Irish authority that we have heard about in subsequently finding the money for a railway?—It would be no use attempting it. There were two Renard trains proposed, and each of them is £3,000, and it is not easy to get £6,000, though, if necessary, it could be got.

39987. Putting it at £4,000, that is the capital cost of the train, whereas it costs £4,000 per mile for the railway, which would represent £30,000 or £40,000, a sum that would buy nine or ten Renard trains—for the sake of argument?—Yes, but the railways are very much more lasting than a Renard train.

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The cost of a Renard train and a railway compared.

Mr. John Butler, J.P., examined by the Chairman.

39988. Mr. Butler, you are a Justice of the Peace?—Yes.

39988A. And you also appear on behalf of the Callan Rural District Council?—Yes.

39989. And you have heard the evidence that has just been given by Mr. Greene?—Yes.

39990. Do you agree with his evidence?—On the whole.

39991. Is there any part with which you disagree?—I do not know that there is.

39992. Then you agree with his evidence?—I do.

39993. You heard the questions that were put to the last witness by Mr. Sexton, with reference to the unification of the railways, and the purchase of the railways by the State and to be worked exclusively by an Irish authority?—Yes.

39994. Do you agree with the evidence given on that point?—Quite.

39995. And have you considered the question?—Yes, considered the question. It is the only remedy. I do not agree with one particular thing that Mr. Green has stated—that the fares or freights charged are satisfactory. I think they are prohibitive for agricultural purposes.

39996. I do not think Mr. Green made much point of that. You think that there is room for a reduction of rates generally on the Irish railways?—Certainly.

39997. Are you personally engaged in any particular industry?—I farm.

39997A. You grow barley?—No, I do not. I did grow barley.

39998. You agree with the evidence that has been given that the enormous cost of cartage kills the industry?—Oh, yes.

39999. And that the slate and stone, and marble and coal cannot be properly developed without better means of transit?—They are all dormant for want of carriage accommodation. Even agriculture and growing of corn is penalised by the railway freights.

40000. By the cartage?—Yes, the cartage.

40001. Do you think that with the agricultural products in and out, that is to say, the manure in and the grain out, and the articles which I have mentioned—the stone and the slate and the coal—do you think that if the railway were made in that district it would produce £3 per mile per week on the railway?—I am not able to go into the figures, but, looking at the country as a whole, and looking at the undeveloped state of agriculture, the limestone products of the district, the coal and the slate, and creameries are very prevalent—I suppose forty creameries in an area of 1,500 square miles—all these now are very much hampered for want of accommodation.

40002. Well, now, the creameries—take the creameries. Of course, they produce butter?—Yes.

40003. And cream—principally butter?—Butter.

40004. How do they get it out? It has to be carted?—It has to be carted to the railway, to the injury of the butter.

40005. You think that particular industry might be improved and increased?—Yes; but particularly the growing of corn. Corn is prohibited from being grown owing to the difficulty of moving it to the market.

Examined by Mr. Acworth.

40006. I gather you consider that the existing rates are exceedingly high?—They are high.

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40007. And you would expect, I suppose, that if an Irish national authority took charge of the railways they would reduce those rates considerably?—I think the increased accommodation would reduce the rates.

40008. I do not follow?—I think that if you develop the districts it will decrease the rates.

Reduction in rates expected to result from popular control after State purchase of Irish railways.

40009. The railways are charging, we will say, for carrying certain goods a certain distance, 10*s.*, or whatever the rate may be; you say that those rates are too high?—Yes.

40010. And you think that they ought to charge less than 10*s.*?—I do not know what they ought to do, but I know that the presence of so many boards and the interests of so many different companies make a demand on the earnings of the railways, which, if the railways were State property, and in the hands of the local authorities, would not exist.

40011. I understand that. But what you said was that the rates were too high, was it not?—Yes.

40012. And I ask you, if an Irish authority took charge of the railways, would you expect them to put the rates down to a proper level?—I think that if you took away all that expense they would certainly come down naturally.

40013. You would expect them to come down?—Yes, from the development of the district and the doing away with unnecessary expense.

40014. You would expect the rates to be reduced because they would have new money to do it with; that is what it comes to?—The increased traffic would enable them to do so, necessarily.

40015. They would have more revenue, and they would be able to afford to reduce the rates in consequence?—Yes.

40016. If they used their new money to reduce the rates for the existing traffic they could not use it over again for new railways, could they?—I think the money for new railways should come *in globo*. I think the Government should advance money for new railways, and I believe there is ample security for it in the railways themselves.

Suggested advance by the Government of the capital necessary for railway extensions in Ireland.

40017. You mean the British Government?—The British Government, yes.

40018. I will not go into the question at any length, as I daresay Mr. Sexton will wish to. But who is to find the money to purchase the existing railways?—I think the Government should find the money.

40019. The British Government should advance the money?—Yes.

40020. And they ought also to advance a certain amount of additional money for extensions and improvements?—They would naturally grow.

40021. You said that they would want new capital, and that the British Government ought to find it?—New capital to purchase the existing system, and in the working of the system the extensions will follow.

40022. I thought you agreed with me that the profits were to be applied to the reducing of rates on the existing lines. You told me that the British Government ought to find the money for extensions?—I did not quite say that the profits ought to go to the reduction of rates. I say that with the economy

A portion of the savings from unified working to be applied to the reduction of rates.

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of working the railways as one system, and having money borrowed at a cheap rate for the purchase, they would become cheaper in the management.

40023. *Chairman.*—Do you not mean this—that the economies which could be effected in the working of one system could be applied to the reduction of rates?—Yes, a portion of them could be so applied.

The provision of capital for new railway works by the Government on Irish security.

40024. And that if new railways had to be made, that would be capital expenditure for which capital ought to be provided?—Yes.

40025. That is what you mean?—Yes.

40026. *Mr. Acworth.*—And that money should be provided or lent by the British Government on the Irish promise to pay; that is what I understood?—Yes.

Examined by Mr. Sexton.

The sale of Irish barley in the home markets restricted by insufficient transit conditions and excessive rates.

40027. First, a word about barley. Do you happen to know how many brewers and distillers there are in Ireland?—No, I do not.

40028. There are still a good many?—A good many, yes.

40029. Some on the east coast, and a good many inland?—We have six or eight surrounding the area which I describe as being unsupplied with railway accommodation—Clonmel, Carrick-on-Suir, Waterford, and so on.

40030. And throughout the country?—Yes.

40031. Therefore a presentation of the case which suggests that the breweries and distilleries are on the east coast and can get barley by sea carriage only from Great Britain is scarcely accurate. They can get it so when they are on the east coast?—Not from Ireland.

40032. To say that the existing breweries and distilleries have only to pay sea carriage from England for barley is not quite accurate; inland breweries will have to pay railway carriage?—Yes.

40033. And then, of course, barley does not grow at the English ports; it has to be brought to the ports from the agricultural districts of England?—Yes.

40034. Therefore, even the Irish breweries and distilleries situate on the east coast, which use English barley have to pay for it, not only the sea carriage across the Channel, but also the land carriage from the point of production?—From where it is grown, naturally.

40035. Is it not then a hard case that the Irish grower of barley, whether by reason of want of railway accommodation, or by reason of high railway rates in Ireland in comparison with the import rates, should find himself shut out from the market afforded by the Irish breweries and distilleries?—Unquestionably the Irish farmers have to suffer through the want of railway accommodation.

Suggested application of the economies expected under a nationalised scheme to rate reductions, etc.

40036. And it is not to be accounted for by any assumed comparison between sea carriage and land carriage, because the English barley has to be carried by land as well as the Irish barley; is not that so?—Yes, that is so; it cannot be grown at the ports.

40037. You were asked if an Irish authority would reduce the rates, and where they would find the money to do it. In the first place, if the public credit were applied to the purchase of the railways, would not the rate of interest all round on the future capital be much less than it is upon the present capital?—Certainly.

40038. And the difference would be a surplus available for the reduction of rates?—Yes.

40039. The difference would be an increase in the present net profits and would be available for the reduction of rates. In the second place, if the Irish railways were managed as one integral business instead of being managed as twenty independent businesses, I think any business man will say that the effect would be a very substantial saving?—Undoubtedly.

40040. And that would be a second surplus available for the reduction of rates?—Yes.

40041. And this policy of the reduction of rates being entered upon and effectuated, you would look for a development of traffic as the result?—Yes.

40042. And a further consequent surplus to be used for the reduction of rates?—Naturally.

40043. You were asked by Mr. Acworth whether even an Irish authority could use the same money for reducing the rates and for constructing railways. I think we would agree, to put it in axiomatic form, that no money can be used for two different purposes at the same time. You would agree to that?—Yes.

40044. We do not claim such potency for even an Irish authority. Now let us try for a moment to clear up this question. Do you know that the most competent financial experts in England found, unanimously, some years ago, that this country is overtaxed to the extent of close upon three millions every year?—Yes.

40045. Do you know that after paying the whole cost of government in this country there is every year a surplus of about two millions, which is taken out of the country and used for other than Irish purposes while the over-taxation continues?—I am not quite conversant with the particular facts.

40046. You may take it from me that the balance of the revenue raised in Ireland, after the whole cost of administering Ireland is discharged, amounts to about two millions a year, and that goes to the Imperial credit. Do you think it would be an extravagant or unjust claim on the part of Ireland, after having been brought so low by depopulation and by British legislation, that for a period, at least, the balance of her own revenues, after discharging the cost of government, might be used to raise her again to the level of an ordinary country?—It is due to us. I think that restitution is a very well acknowledged claim against the British Government for the overtaxation found by her own nominees.

40047. If there were an international court, such as the Alabama Arbitration, to determine disputes between these two countries, have you any doubt as to what that court would find?—What strikes me about the matter is that the British Government appointed a committee to get information and to make inquiries, and although it is found by their own nominees that we are wronged to the tune of three millions a year they leave the matter as it is and still continue to rob the country.

40048. It is worse. The burden of taxation has greatly increased since that Commission reported, and therefore the proportion of Ireland is even more than 2¾ millions per annum more than it ought to be?—The disease is found, but there is no remedy; they have the power, but they will not use it.

40049. The overtaxation being admitted, or not contested, what do you say of the financial policy that withdraws two millions a year of our revenue from us for purposes not Irish?—Of course it is unjust.

40050. Supposing we had a thousand miles of railway made additional to what we have now, it would probably meet in a very full and adequate way the needs of this country?—Yes, probably.

40051. At £6,000 per mile, 1,000 miles could be built for £6,000,000, and the annual charge for £6,000,000, say at 3½ per cent., would be about £200,000; that is about one-fifteenth part of the overtaxation of the country. If anything like a substantial grant were made as an off-set against overtaxation, would not a small fraction of it provide for the annual charge for all the branches required? I mean, if we had even £200,000 a year—not £2,000,000—available to pay the interest on the capital required, could we not provide all the branch railways Ireland requires?—Oh, yes.

40052. Then where would be the necessity for using the same money twice, or what is the sense of suggesting that an Irish authority, if justice were done, would not be able to make the necessary branches; do you see any?—No.

Examined by Sir Herbert Jekyll.

40053. You spoke of there being 1,500 square miles in your county without railway accommodation. Will you tell me where that area is; I have a difficulty in finding it on the map. What are the boundaries of the area? It is an area of 50 miles by 30, and there does not appear on the map anything like that area unprovided with railway accommodation?—It is from railway station to railway station within the area; that is my computation.

40054. Can you give us any indication of how the area is bounded? (*Mr. Greene indicated the area on the map*). It might be 1,500 square miles if it were a rectangular area, but it is more like a triangle. It is certainly less than 1,500 square miles?—(*Mr. Greene*)—I only spoke in round figures.

Mr. P. A. MEEHAN, M.P., examined by the CHAIRMAN.

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Mr. P. A. Meehan, M.P., Representative of Queen's Co. County Council.

40055. Mr. Meehan, you are a member of Parliament, for what division?—For the Leix division of Queen's County.

40056. And are you connected with the County Council of Queen's County?—I am a member of the Council, and its Chairman.

40057. What is the area of Queen's County?—The area is 33 by 37 miles.

40058. What is about the acreage?—424,723 acres.

40059. Will you particularise—how much of that is tillage, pasturage, etc.?—There are 126,631 acres of tillage, 223,120 acres of pasturage, 11,000 acres under plantation, 63,662 acres of waste, and 357 acres are under water.

40060. What was the population in 1851?—111,623.

40061. What was it in 1901?—57,417, a decrease of 54,206.

Industries of Queen's County:—

40061A. What are the chief industries of the county?—Agriculture, mixed farming, and grazing ranches.

40062. When you talk about agriculture, what are the products generally?—Barley, oats, wheat—which is grown only in very small quantities at present; it was formerly very extensively grown in Queen's County—butter, eggs, poultry, potatoes, cattle, horses, sheep, and pigs.

40063. Are there any manufacturing industries in the county?—The only manufacturing industries at present are extensive flour-mills at Maryborough and Portarlington, and large malting works at Maryborough, Rathdowney, and Stradbally.

40064. Those are the malt works that we have heard of this morning; that is where the barley is sent for making malt?—Yes.

40065. And the malt is sold to the brewers?—The malt manufactured at Rathdowney is used in the local brewery—that made at Stradbally and Maryborough is sent to Dublin and used by the brewers and distillers there. The malt is sold in Maryborough and sent by rail to Dublin.

40066. To the brewers?—Yes, and distillers.

40067. Are there any brewers in the county?—There is a brewery at Rathdowney.

40068. Are there any factories of any kind?—There is a small tweed and flannel factory at Ballinakill, and a brick factory at Durrow.

40069. Are there any flour or oatmeal mills in the neighbourhood?—There are oatmeal mills at Abbeyleix, Ballycarnon, Maryborough, Knockagrove, near Mountmellick, and Timahoe.

40070. Are there any other industries?—The only other industry at present is a carpet factory recently established at Abbeyleix, giving employment to about thirty hands.

40071-80. Yes, we saw those carpets at the Irish Exhibition, and very good they are?—Yes, they are very excellent indeed, and command a high price.

40081. Are there any minerals in the county?—There are extensive limestone quarries extending many miles round the town of Stradbally, and the limestone is pronounced by experts to be equal in quality to any rock of a similar character in Ireland. One of the quarries is being worked at present, and about 100 men are employed there, but the industry is very much hampered by the want of transit, the nearest railway being about seven miles and the nearest canal five miles distant.

40082. So that the rock produced has to be carted that distance?—Yes, to rail or canal.

40083. And the cost of cartage practically kills the traffic?—Want of transit has practically killed the industry there, except in one quarry which is being worked at present by a Dublin contractor.

40084. You refer in your proof to extensive grit rock quarries at Clonaslee. What is a grit rock quarry?—That is a local name.

40085. What is grit rock?—I think it is something in the nature of granite, but of a much finer quality and much more easily worked for ornamental buildings. I may say that these quarries were extensively worked formerly when the population was larger and wages were lower, but there is only one small vein in the quarry being worked at present.

40086. What is the nearest railway station to the quarry?—Perhaps I should mention that at present Messrs. Troy are doing some very fine work there at present, especially for the Roman Catholic Church at Naas.

40087. Ornamental work?—Yes.

40088. From that quarry?—Yes. The nearest railway station is about eight miles distant; that is, at Mountmellick. The nearest canal is ten miles distant.

40089. So that even with that drawback they are doing this particular work at this particular cathedral in consequence of the superior quality of this particular rock, I suppose?—Yes. They are practically working only one small vein there at present, but the work is as good as any similar class of work in Ireland. I have not any practical knowledge on the point, but I have heard experts say that the stone and the workmanship of the carving is equal to anything, not only in Ireland, but in many other countries.

Building stone and lime.

40090. Does the county produce any lime?—Lime is extensively manufactured for building and agricultural purposes at Ballyroan, four miles distant from any railway, and the lime is carted by farmers from fifteen to twenty miles for the purpose of manuring their land. Lime is also manufactured at Dunamane, four miles from either railway or canal. Farmers also draw this lime very long distances for the purpose of putting it on their land. Lime is also made at Mountmellick, and there is also a salt factory there. Mountmellick is served by both canal and railway.

Decay of former woollen manufactures.

40091. I suppose that these that you have mentioned are the principal manufactures in the county? They are the principal manufactures, as far as I know.

40092. Have you any knowledge as to whether any manufactures or industries have been discontinued in the county?—Yes. Queen's County was noted years ago for being one of the foremost manufacturing counties in Ireland. Woollen manufactures principally flourished in Queen's County. There were extensive factories at Mountmellick, Maryborough, Mountrath, Abbeyleix, and Cullenagh. Ballinakill was noted for the extent of the industry and the quality of the manufacture. I may mention, too, that at Mountmellick there were close on a thousand people employed in the woollen industry; at Maryborough between 500 and 700; at Mountrath about an equal number; at Abbeyleix, where a factory was continued to a recent period, there were very extensive mills; at Cullenagh also there were extensive woollen mills, employing about 300 people. A historical incident in connection with that was that the Irish Parliament voted £40,000 for the establishment of the woollen industry at Cullenagh. A mere remnant of the industry exists at the present time at Ballynakill, but it is only a ghost of what it was in former times.

Vote of £40,000 by the Irish Parliament for the woollen industry at Cullenagh.

Cause of the decay of that industry.

40093. Speaking generally, how many years is it since the decay of that industry?—I think it is about sixty years since the mills were closed at Cullenagh. The closing was brought about by the eviction of 120 families; the people were driven from their homes, and the place had to be abandoned.

40094. Because there was nobody to work it—the people were driven away, you say?—120 families were evicted from Cullenagh, and having no homes, they had to clear out of the country. Between sixty or seventy years ago there were the mere remnants of the industry at Mountmellick, Mountrath, and Maryborough, but the industry was decaying from the time the Acts were passed by the British Parliament prohibiting the manufacture of Irish woollens.

Hostile legislation of the British Parliament against Irish industries in the eighteenth and nineteenth centuries.

40095. Prohibiting the manufacture?—Yes. I can not just now fix the date that the war against Irish manufactures was commenced by the British Parliament. Irish manufactured goods were exported to England and the Continent, and were of such superior quality that they beat the English goods out of the markets. Act after Act was passed to hamper and to restrict and crush out the Irish factories. Acts were passed prohibiting the export of Irish goods to the colonies, except to England, and even this was hampered by the condition that Irish exporters were prohibited from landing goods in England except at one port—Barnstaple. Again, at a later date, English manufacturers petitioned the King, William III., to stop Irish woollen manufactures, as, even with the restrictions that were imposed, Irish manufacturers were beating the English even out of their own markets. The King promised to put down the Irish woollen industries by every means in his power. Later still, English farmers complained that the Irish wool exported raw into England was interfering with them, and the export of Irish wool was prohibited. A few general instances besides those quoted:—In the year

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1800 the Act of Union was passed. Wicklow County was at the head of the woollen trade, one thousand factories were in full work. In 1841 not a single loom was at work. In Kilkenny fifty-six factories gave employment to 5,000 hands. In 1822 there were but twelve factories; now I believe there is but one, and that only recently established. In Dublin there were 2,500 broad silk looms; in 1840 there were but twelve. At the present day, I believe, there are none. Thirteen carpet factories, 329 hosiery frames; I believe at the present day there are none, except at Balbriggan. Balbriggan had 2,000 calico frames; in 1840 they had fallen to 226. I cannot say if any exist there at present. Roscrea gave employment to 1,000 hands. In the year preceding the Union Ireland supplied all her own flannel and woollen goods and exported several millions' worth. Forty years after the Union Ireland paid £1,400,000 for flannel and woollen goods required by her people. In the history of the world there is no such record as the well-planned and deliberate destruction and the pauperising of a country by a Government.

Decline of Irish textile industries since the Act of Union.

40096. You mentioned that £40,000 was granted to some woollen factory?—At Cullenagh; that was by the Irish Parliament.

40097. I suppose they all ceased when that Act was passed?—The result of the Act of Union was that they were crushed out; the export duties and restrictions were so heavy that they were killed.

Closing of flour mills

40098. Are there any flour mills in the county?—There were large flour mills at Mountmellick, Mountrath, Abbeyleix, Castletown, Stradbally, and Coolrain. All these flour mills are now closed. Two flour mills have recently been closed at Maryborough, but I am glad to say that one large mill that is working there is doing excellent work, increasing its output, and is in a very flourishing condition. I think the reason of that is that it is quite adjacent to the railway, and I think the proprietors have some special freight over their line from Dublin.

40099. Special rates. That shows, at any rate, the advantage of a railway to the industry?—Yes.

40100. You do not know anything about the details; you speak only generally?—That is so.

Extinction of pottery industries.

40101. Is there anything done in earthenware or sanitary tubes in the county?—There were extensive drain and sewer pipe works—pipes and tiles for draining land were extensively manufactured at Luggacurran. That industry has been extinct now for some time.

Caused by evictions and decrease in population.

40102. Is it because the clay is exhausted?—No, it is not because the material is exhausted; but because of the evictions that took place there. Driving the people out of the country, and so reducing the population that the works had to be discontinued.

40103. Are there any potteries in any other direction?—There were potteries at Ballyfin. The articles manufactured were generally for dairy use, and for flower pots, which were sent generally all over Ireland. That industry is extinct.

Flag quarries lying undeveloped.

40104. For the same reason?—I would not say that it is for exactly the same reason there. Of course, diminution of population is, to some extent, accountable for it; but I am glad to say the reduction of population there was not brought about so much by eviction as it was in other parts of the county. Then there are extensive grit flag quarries at Ballyfin. These flags are of a uniform thickness, with a surface almost of the smoothness of a planed board. They were extensively used in Queen's County, and in the adjacent counties, for many years; and the falling off of the population is, to some extent, accountable for the fact that that work has been for some years discontinued. I have seen flags from these quarries which have been laid for over 100 years, and I have had them laid myself thirty-five years ago, and although there has been constant traffic over them, they are as good to-day as they were the day they were set, showing their durability and their suitability for flagging.

Disastrous effects of expensive transit and emigration on the industries.

40105. Is the stone still there?—The stone is there in almost inexhaustible quantities—in the range of hills rising up to the Slievebloom Mountains.

40106. How far are these quarries from a railway station?—This particular quarry would be about eight miles from Maryborough and about an equal distance from Mountmellick—about eight miles from either railway or canal.

40107. It is the cost of cartage that operates against the development of that industry?—The cost of cartage and the reduction of the population.

40108. There, I suppose, it is emigration from the country that has affected the reduction of population?—Emigration, of course; but if you ask me the cause of the emigration I should say that the land tenure was the cause of it.

40109. You told us at the beginning of your evidence that there is only half the population now that there used to be. Are there any other industries that have ceased to exist in the county?—There was a sugar factory and a bit-and-stirrup factory at Mountmellick. Bits and stirrups were made from the iron that was mined at Dysart, carried to this district, smelted, and made into bits and stirrups. It is a historical truth that the bits and stirrups made at Mountmellick were famous all over the Continent as being the very best of their class.

40110. And the iron was found in the county?—Yes.

40111. Where is that deposit of iron-ore found?—At Dysart

40112. Are there tanneries also?—There were large tanneries at Maryborough and Mountmellick, but they have been closed now for many years.

40113. Tanneries must exist somewhere in the county—there must be hides and so on?—The hides, as far as I know, are all exported.

40114. Raw?—Raw.

40115. Not tanned?—Not tanned.

40116. Leather is imported?—There is no tannery in Queen's County or in the adjacent counties at present that I know of.

40117. The probability is that leather is imported into Ireland?—According to the returns procured by the Department of Agriculture, nearly all the leather used in Ireland is imported.

40118. I think you told us that the iron ore was found at Dysart?—Yes.

40119. That is about three miles from Maryborough?—Yes.

40120. How long is it since these iron mines were worked?—Sixty years, but prior to that they were worked very extensively. Sixty years ago there was a small mine being worked there, but the then landlord of the place prohibited the working, and it was discontinued. The Department of Agriculture has recently sent down an expert, who has visited the place, made an inspection of it, and taken samples of the ore for the purpose of having it tested. But as this place is four miles from either canal or railway, even if the ore proves to be good, and there is a prospect that the working of the mine would be remunerative, I think it can hardly be made to pay except there is a railway or a canal brought within a reasonable distance of it.

40121. You cannot work iron ore unless there is means of transit. We have heard several witnesses from adjacent counties, and they have spoken about the anthracite coal beds. With regard to the beds in your county, in the baronies of Slievemaggy, Stradbally, Cullenagh, and Ballyadams, do you know if the coal is being worked?—Not in my county. I presume that former witnesses have referred to the anthracite coal in County Kilkenny, at Castlecomer.

40122. I beg your pardon. You are right?—The mine is just on the border of the county. The anthracite coal beds in the Queen's County are in the baronies of Stradbally, Slievemaggy, Cullenagh, and Ballyadams. They do not extend over the whole baronies, but a portion of each barony comes in.

40123. Are these collieries at work in your county?—There is no Queen's County colliery at work at present. Shafts have been sunk, and mines were worked, but all in Queen's County are now closed; mainly through want of proper means of transit.

40124. I suppose they have proved the coal there?—Yes. There was one particular mine in Queen's County worked up to two or three years ago, I think; but it was discontinued on account of the difficulty of transit.

40125. And the cost?—And the cost.

40126. Is any effort being made by the county authorities to get railway or canal accommodation provided, so as to develop the mineral resources of the county?—Several attempts have been made. In 1800 a canal was mapped, levels taken, and specifications prepared, from Monasterevan to Castlecomer. This canal was mapped to run *via* Portarlington, Maryborough, Ballyroan, Abbeyleix, Ballinakill, and Ballyragget, with a branch to Mountmellick, and a suggested route from Maryborough to Roscrea *via* Mountrath.

40127. But it was never made?—It was never made.

40128. Was it the cost that prevented its being made?—I really cannot say.

40129. At any rate, it has never been made?—It never was made. I may point out that it would be invaluable, in my opinion, to the people of the district through which the canal would run, because it would touch at the lime works at Ballyroan, and a great portion of the land in Queen's County is of such a nature that it requires lime, which is very valuable as manure. This canal would run quite close to the lime works at Ballyroan, and make a cheap means of transit for this lime both into Queen's County and into County Kilkenny, and all through the country, where lime is absolutely necessary as a manure, and bringing coal to the lime-kilns.

40130. Is it within your knowledge what the estimate was for making that canal?—The estimate was £80,000. That was in 1800. I suppose it would be double the amount now.

40131. The specifications showed that it was a feasible scheme?—Oh, yes. The engineers' report set out that it was the most favourable route and the most easily constructed.

40132. It was quite feasible at an outlay of about £80,000; but, at any rate, it was never made?—That is so. I brought the report of the engineers and a map with me; I would be very happy to supply them to-morrow if the Commission would like to see them. I will supply you with the map and the report dealing with the scheme.*

40133. Thank you. Has any tramway been projected since that period?—In 1883-84 a tramway was proposed from Clough, Castlecomer, to Athy. A company was formed for the purpose of carrying it out, and the necessary capital was promised on condition of a baronial guarantee being given. Public meetings of the ratepayers were held in favour of the project. The Grand Jury, however, refused to give the guarantee, and, in my opinion, they did right in so refusing. The company was not an Irish company, and I think it would have been managed mainly with a view to earning dividends for the shareholders rather than to promote the public interest. A recent case which came within my knowledge shows the danger of giving these guarantees. In the making of an extension line from Sallins to Tullow a baronial guarantee was given, and the people who gave the guarantee were under the impression that the whole of the profit from the traffic of the line from Tullow and the intermediate stations to Dublin would be available for meeting the expenses of the line. But when the matter came to be worked it was found that the only profit allowed by the directors was the profit from Tullow to Sallins. Consequently it fell short of meeting the expenses, and up to the present day the ratepayers there are paying a rate of 6*d.* in the pound for that guarantee. That shows the danger of giving these guarantees, unless you have a body of men who are working the line really in the interests of the public.

40134. Or unless the rate is limited to so much in the pound?—Or unless the amount of the rate is limited.

40135. If the ratepayers knew that whatever the liability was it would never exceed 2*d.* or 3*d.* in the pound, that would be another thing, I suppose?—Well, yes.

40136. Instead of its being an unknown quantity?—Yes. I think that wherever a guarantee is given the amount in the pound should be limited.

40137. The maximum amount should be limited?—Yes; and there should be some prospect of relief from the taxation.

40138. Have the guarantors in this instance paid more or less than 6d. in the pound?—If the profits of the traffic from Tullow and the intermediate stations to Sallins over the main line into Dublin were taken, in all probability they would meet the whole of the expenses of the line, and leave a margin.

40139. And save the ratepayers?—It would relieve the ratepayers from that 6*d.* in the pound.

40140. Surely there are baronial auditors to audit the accounts and to see that it is properly done?—But the guarantee has been given, and the auditor cannot interfere with it. The auditors would have nothing to say to a matter like that.

40141. I suppose the only railway running through your county is the Great Southern and Western?—The Great Southern and Western Railway runs through the county north-east to south-west, with a branch from Maryborough to Kilkenny and Waterford, and a branch to Mountmellick, which was originally intended to be continued to Mullingar.

40142. Have you any canal communication in the county?—The Grand Canal serves Portarlington, Vicarstown, and Mountmellick.

40143. Are there some extensive maltings at Rathdowney?—The important town of Rathdowney, with its extensive brewery and maltings, is five miles from the nearest railway station, Durrow two miles, Borris-in-Ossory is but half a mile; but the railway company, notwithstanding constant appeals from the town and the people of the district, have refused to open a station there. The people have to drive to Ballybrophy to catch a train, and to cart their goods from Ballybrophy to Borris-in-Ossory.

40144. How far is that?—Probably between five and six miles.

40145. You say that at Rathdowney there are extensive maltings. That is for the barley grown in the district, I suppose?—Yes.

40146. *Lord Pirrie.*—Do you mean to say that they do not import any?—I do not think the brewery in Rathdowney imports any.

40147. *Chairman.*—What have you to say about the proposed line of railway from Castelcomer to Portarlington?—In reference to the very important question of the coal-mining industry, and the proposed line of railway from Castlecomer to Portarlington, Dr. Higgins and Colonel Cosby, who were appointed by the County Council to give evidence, have gone into exhaustive details in their evidence dealing with this important subject. On that ground I do not propose to go into any matters of detail.

40148. Do you agree with their statements?—I agree with and support the statements of both witnesses from personal knowledge of the district, but I disagree with the evidence of Colonel Cosby as to the remedies he suggested, viz., a tax on food imports, and that though rates on canals and railways are high they could not be reduced in fairness to the shareholders. I am opposed to the taxing of food imports, and I believe that the true remedy is the abolition of the present system of railway and canal management. It is this system that is accountable to a large extent for the backward state of trade and agricultural depression. The numerous boards of directors and officials drawing huge salaries, eat up what should go to the benefit of the workers and the country. The working staff have been reduced—this is the solid complaint of the people who have to do business with the railway—the working staff has been reduced, and the other portions of the staff have been increased. Railway influences have got control of some of the canals, with the result that the little competition that existed has been destroyed. As to the remedy, I approve of and support the plan suggested by Mr. John Sweetman and Mr. William Field, and adopted unanimously by the General Council of the County Councils of Ireland, on 18th October, 1906, as the best plan for providing a remedy for the evils which exist, and promoting the welfare of the country.†

40149. Has this plan that we are now dealing with been brought before the County Council of Queen's County?—I do not remember that the plan of Mr. John Sweetman and Mr. William Field has been brought formally before the notice of the Council.

40150. I am assuming that you are referring to their opinion that the railways should be purchased by the State, and worked by an Irish authority?—Yes.

40151. Has that question been brought before the notice of your Council?—It has not formally been brought up as a subject and discussed at any of our meetings, but I know from the interchange of opinion with the members that they are unanimously in favour of it.

40152. You know that from your own knowledge?—Yes.

40153. *Mr. Sexton.*—Was your Council represented at the meeting of the General Council of County Councils when the resolution to which you refer was adopted?—I do not think that I was present.

40154. But the Council was represented?—Yes.

40155. That brought your Council into accord with the resolution?—Certainly.

40156. *Lord Pirrie.*—Your representatives voted for it at the meeting of the General Council?—Yes.

40157. *Chairman.*—The General Council were unanimous, were they not?—It was a unanimous decision of the annual meeting of the General Council,

* See Appendix No. 11.

† See Appendix No. 37 (Second Report).

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and while it never came formally before our Council for consideration at any of our meetings, I am aware, from personal knowledge and interchange of opinion, that the members of the Queen's County County Council are unanimously in favour of the proposal.

40158. I take it from you as Chairman of the Council that you are quite certain that if a resolution had been proposed by you or anybody else in your Council in the direction indicated by Mr. Field's evidence, it would have met with the approval of the Council?—Certainly.

Proposed railway extensions: from Mountmellick to Mullingar; and from Ballybrophy to Rathdowney.

40159. Leaving the general subject for a moment, let us go back to your own county. What suggestions have you to make with reference to the extension of railways in the interests of your own county?—In my opinion the interests of the people of Queen's County would be well served by an extension of the railway from Mountmellick to Mullingar. That would bring them in touch with the Midland Railway, and open up the country both to the North and the West of Ireland. A station for goods and passengers should be built at Borris-in-Ossory.

Proposed new canals: from Kilnacosh to Castlecomer; from Vicarstown to Stradbally.

40160. That is what you referred to just now, is it not?—Yes; the railway runs to within half a mile of the town, I think. Then there should be an extension of the railway from Ballybrophy to Rathdowney, a distance of five miles; the making of a canal from Kilnacosh townland at Clonterry to Castlecomer *via* Maryborough and Ballynakill (that is the old plan for a canal mapped in 1800); the extension of the present canal from Vicarstown to Stradbally, with a connection to Athy; a canal to Mountrath on the route suggested by the canal scheme of 1800, or, as an alternative, I would suggest the widening of the present road from Kilbrichen to Mountrath.

40161. Do you mean the main road?—The main road from Kilbrichen to Mountrath, about three miles, and the making of a light railway which could be used for both passengers and goods traffic, and a light railway or canal to Clonaslee *via* Rosenallis.

40162. That is a light railway running alongside the road?—Yes. I strongly support the suggested construction of a railway line from the collieries at Clough, Castlecomer, through the coal district in Queen's County to Portarlington, *via* Stradbally, running through or close to Ballinakill, where some of the principal cattle fairs of the midlands are held twelve times each year.

Suggested light railway to the colleries.

40163. The cattle industry is a most important one in your county?—It is very important in the district. It is an extensive grazing district, and although personally I am not in love with the grazing industry, in so far as it tends to shut the people out from the soil, still it is an important industry, and the necessary facilities should be provided where possible.

The passenger train service for town and district of Maryborough satisfactory.

40164. Have you any complaint with reference to the existing transit facilities? Take passenger traffic, for instance. Do you think the service is sufficient for the district?—With reference to the passenger traffic, as far as Maryborough is concerned, the town and district of Maryborough are well served; they have frequent trains and fast trains. But the general complaint is that the rates are too high; they are much higher than in other countries.

Complaint that passenger fares in Ireland are too high.

40165. You mean the fares?—The passenger fares are much higher than in other countries.

40166. Not higher than they are in England, are they?—I think they are.

Comparison of some English and Irish fares.

40167. We have had complaints from various witnesses as to the difference between the second and third class fares?—I will give an instance of the difference between fares in England and in Ireland. From Maryborough to Dublin, a distance of fifty miles, the difference between second class and third class fares is 4*s.* 9*d.* Now, the difference between second and third class fares from Holyhead to London, a distance of about 260 miles, is only 3*s.* 9*d.* From London to Liverpool, a distance of 192 miles, the difference between second and third class fares is 3*s.* From Holyhead to Manchester, a distance of 140 miles, the difference is 1*s.*; while for the fifty miles between Maryborough and Dublin we have a difference of 4*s.* 9*d.* I have not made an exact comparison of figures with reference to the difference between third class fares in England and third class fares in Ireland; I cannot give you any figures of my own knowledge, but I have been told by commercial gentlemen who have travelled in the two countries that the railway fares in England in all classes are considerably lower than they are in Ireland.

40168. I will not ask you any more questions on the point, but you give these as illustrations of what you say?—Yes.

40169. Have you any complaints to make with reference to facilities or the working of trains? I am dealing with passenger trains only at present?—Frequently delays arise. I am quite prepared to admit that there must be delays on even the best managed railway; delays will occur that cannot be prevented. What I complain of are preventible delays. A short time ago I travelled by a train due to leave Abbeyleix, on the Waterford branch line, for Maryborough at 1.45. This is a single line of railway. A goods train left the station at 1.53, just as the passenger train came in. The passenger train was kept at the station for seventeen minutes, and arrived at Maryborough at 2.30, the scheduled time being 2.5. That is an instance of the delay of which I complain. It was a delay which kept business men at the station for that length of time, and it was one that could have been prevented.

40170. What you say is that the goods train ought to have been shunted so as to allow the passenger train to keep its time?—Certainly.

40171. You very fairly say that on a single line you cannot always keep time; that is impossible; absolute punctuality under such circumstances is an impossibility?—I recognise that.

40172. But you give this particular case as an instance where, if the goods train had been shunted, as it ought to have been there is no doubt, the passenger train could have kept its time?—Yes.

40173. Is there any other particular case you wish to mention? I do not want to go into much detail?—At the present time there is no train coming from the South of Ireland to Maryborough before 11.10 in the morning, except a train from Waterford which gets into Maryborough at 9.15. But south of Maryborough, from Tipperary to Cork, there is no train coming in; consequently people from the southern end of our county cannot get into Dublin in the morning before 12.30. I know a gentleman who had to drive from Borris-in-Ossory—that is Ballybrophy station—to Maryborough, a distance of 13 Irish miles, to get a train to Portarlington in order to keep an important engagement. I can see no reason why an early train could not be run from the south to Maryborough, say, from Limerick or Thurles, to give the people in the southern part of our county an opportunity of getting to Dublin at a more reasonable time.

40174. Has any public authority taken this matter up with the railway company officially?—To my knowledge for thirty years the local authorities have been complaining and sending up memorials to the railway company, and we have never got any of the reforms we have asked for.

40175. Hardly ever got, I suppose?—I do not remember that we have got any.

40176. Of course, you are acquainted with the amalgamation of the Great Southern Railway with the Waterford and Central Ireland Railway?—Yes.

40177. Did you not get some concessions then?—There were some improvements at Maryborough station in the way of new stores and increased accommodation for the reception and delivery of goods. In connection with the goods traffic, perhaps I may mention that complaints are made and have been made for years of excessive rates, delays, and insufficient working staff. These complaints have been general in the Maryborough district for many years. The Town Commissioners as representing the people of the district have protested and appealed, both by letters and deputations to the directors, but all those appeals have failed to provide the remedy the people sought for. In January, 1896, a memorial signed by every trader in Maryborough was addressed to the directors of the Grand Canal asking them to make an extension to Maryborough and promising the entire carrying trade from Dublin. A baronial guarantee would have been given, but the directors of the canal refused to entertain the suggestion. The amalgamation of the Waterford and Central Ireland Railway and the Great Southern Railway was in the air at the time, and it was well known that some of the principal directors of the Grand Canal held shares, a large number of the Waterford and Central Ireland Railway shares, and I suppose it was to their personal interest to have the amalgamation carried out. Since the amalgamation the conditions have im-

proved; increased space for cattle and goods delivery has been provided, and new stores have been built, but the working staff is insufficient, and this is a cause of considerable loss to traders.

40178. Where is that?—At Maryborough. Prior to the amalgamation there were two working staffs. When speaking of the working staff I mean the porters. Since the amalgamation the working staff have to do the work of the Great Southern Railway and also the work of the Waterford and Central Ireland line, which was formerly done by the working staff of the last-named line. In reply to inquiries which I have made I am informed that there were four working porters on the Waterford and Central Ireland line prior to amalgamation, and since amalgamation the seven porters of the Great Southern and Western Railway have had that extra duty put upon them without any increase of the working staff.

40179. You mean that formerly there were seven men on one staff and four on the other, and that now the work is done by the seven?—Yes.

40180. Does that cause any inconvenience to the public? Do the public get properly served?—It is a very serious inconvenience.

40181. You mean in moving luggage, and so on?—I will give one instance that came under my own notice. At one period of the year the trains are pretty full, and a good deal of luggage has to be handled. I know that passengers have to handle a good deal of their luggage themselves, although I must say in justice to the railway officials there that generally they are most courteous and ready and willing to give all the help they possibly can. But it is impossible sometimes for the men to cope with the amount of work necessary to serve and despatch a particular train. Then, too, the new carriages make it more difficult for passengers to alight from or get into the train.

40182. *Lord Pirrie.*—You mean the corridor carriages?—Yes. In this particular instance there was a party of four, with their luggage, joining the train. An employee of the party was putting their luggage into the carriage, and a railway official in uniform was standing by looking on. Before the man, who was putting in the luggage, had time to get out the train was signalled off, and the man had to jump out at the risk of falling. This ornamental official walked over and demanded his name. I told him it was his duty to have provided sufficient staff to see people's luggage properly placed in the train, and not to compel men to run such risk. That is one instance showing that the staff is, as I say, insufficient, and that it is wrong to the travelling public.

40183. *Chairman.*—That man was a servant of one of the passengers?—A servant of a passenger going by the train.

40184. With reference to goods accommodation, is that satisfactory?—I have mentioned that the facilities for the handling of goods have been improved, but even at the present time they are not satisfactory at all. The traffic at Maryborough is very considerable, and there is not, as there should be at every such station, a lifting crane. Heavy packages of 5 or 6 cwt. have to be moved by hand.

40185. There is no crane at the goods station?—There is no crane.

40186. *Lord Pirrie.*—In the goods yard?—In the goods store.

40187. *Chairman.*—But there is in the general yard, is there not?—There was not up to a couple of months ago. There may have been one put there since, but up to then there certainly was not. Packages of 5 or 6 cwt. have to be moved by hand, and men and horses are constantly delayed for hours. I know of instances of men being kept two or three hours waiting for the delivery of goods that were there; the wagons would be shunted and other delays caused. Traders using floats frequently have them broken. I speak now from my own knowledge as a trader sending goods to that station. My floats often come back broken, and when I investigate the matter I find that it is through the dropping of these heavy packages from the floor of the store—which is four feet over the ground level—into the body of the float. The provision of a crane would save all that trouble and loss.

40188. *Lord Pirrie.*—Is this the station that you use yourself for your own business?—It is. I know an instance of a trader who had his float broken by the dropping in of one of these packages of about 6 cwt. Prior to that he had frequently appealed to the directors to provide a crane. The railway officials themselves admitted that it was necessary, but still it was not provided. When the float was broken, the trader processed the railway company for the amount that it cost him to get the float repaired, but, of course, he did not succeed in getting the money.

40189. *Chairman.*—When you say that the trader "processed" the railway company, do you mean that he went to law?—Yes. That is the usual term in our country.

40190. And the decision was given against him?—Yes.

Defective station equipment at Maryborough.

40191. *Lord Pirrie.*—Was that before a jury?—No; before a judge. If it had been before a jury I think it would have been a different story. The goods store at Maryborough at present is a considerable distance from the station. If a trader requires information in reference to rates—and it is frequently necessary for a trader to make inquiries from the stationmaster about certain matters, about goods coming in or going out, and so on—he can get no information at the station unless the stationmaster sends or goes himself to the goods store, which is over a quarter of a mile from the station.

40192. *Chairman.*—By the goods store I suppose you mean the place where the goods are warehoused?—Yes.

40193. Do you mean to say that it is a quarter of a mile from the station?—It is a quarter of a mile from the passenger station.

40194. Up the line?—Yes.

40195. And if you go to the station to make inquiries there is no means of communication except by foot; somebody must go to the store to get the information?—Yes. There is no means of getting the information unless the stationmaster walks himself or sends some employee to the goods store. You can get no information without that delay. A line of telephone from the station to the goods stores, which could be put up for a couple of pounds—they have the poles there—would remove all that annoyance and delay.

Telephonic communication between the station and goods store suggested.

40196. Is the goods clerk at the store?—Yes. The goods clerk, and, I think, two porters work the store.

40197. And they are at the store?—Yes.

40198. Has that suggestion been made to the railway company?—I am not aware that it has been made.

40199. What have you to say about cross-Channel goods?—May I mention one instance with reference to passenger traffic?

40200. Certainly?—I mentioned the connection of trains from the South to Maryborough, and the inconvenient branch lines from there to Dublin. As illustrating the unsatisfactory way in which the business is managed and the delays and inconvenience which it would be quite easy to prevent if the business were managed, as, in my opinion, it ought to be, I may say that recently I travelled from Maryborough to Naas *via* Sallins. I got my ticket for Naas by the 9.20 train, arriving at Sallins at 10.30. When I got to Sallins I found that there was no train available for the Tullow connection until 3.30 in the evening, so that there was a wait at the station from 10.30 in the morning until 3.30 in the evening. I say that it is not at all an unreasonable thing to expect that the train going on the branch line to Tullow should be timed to meet the other train coming in from the main line. That is illustrative of numerous other instances that could be given of an exactly similar kind.

Complaint as to inconvenience to passengers on the Great Southern and Western Railway owing to faulty train connections at junctions.

40201. That is a junction connection, I suppose?—Yes.

40202. Now we will go to cross-Channel goods. There must be a considerable traffic at Maryborough in cross-Channel goods. Have you any complaint to make in reference to that?—In my opinion, formed upon experience, cross-Channel goods are handled better and more carefully and delivered in better time than goods sent locally.

Local goods traffic not carried as carefully and expeditiously as cross-Channel traffic.

40203. When you talk about them being delivered in better time do you mean that they are delivered into the town or delivered at the railway station?—Delivered at the railway station.

40204. You do your own cartage?—Yes, largely.

40205. They do not cart?—They do not cart at Maryborough; they do at other stations.

40206. You think that they show a preference for or give a preference to cross-Channel goods?—I really would not go so far as to say that they give a preference to cross-Channel goods.

But preferential treatment not suggested.

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40207. I mean a preference in facilities?—What I do say is that, according to my own knowledge of getting cross-Channel goods, the goods I get, say from London, are more carefully handled and delivered in better time than goods sent locally, or than goods from Dublin or Cork.

40208. That is a curious statement to make; but you make it upon your own experience?—I make it upon my own experience.

40209. You cannot account for it?—I cannot.

40210. Do you mean to say that local goods are treated quite differently from cross-Channel goods?—I do not know; I do not like to give any explanation of it. I merely state what is within my own knowledge—that drapery goods that I get from London are delivered to me with the evidence of having been more carefully handled and in good time. It is not so with Irish manufactured goods. I will submit two instances. In last September a consignment of goods was ordered from Dublin to Abbeyleix. They were goods made in Dublin, and they were tossed about the line for eleven days before they were delivered to me at Abbeyleix.

Instances of serious delays in transit to Irish manufactured goods.

40211. Of course you complained about that?—My manager complained about it.

40212. What was the explanation?—There was no satisfactory explanation. As far as I remember it was that the goods were sent to some station down the line.

40213. In mistake?—In mistake.

40214. That might occur on the best regulated railway?—I quite admit that it might occur, but it is a strange coincidence that I never knew of a similar case of delay in connection with cross-Channel goods.

Allegation that business is impeded by insufficient wagon supply on the Gt. S. & W. and M. G. W. Railways.

40215. Now, give us the other instance?—The other instance is that of a consignment of Irish manufactured hats from Cork to Abbeyleix. It took five days for those hats to reach Abbeyleix, and you can get goods from London in three days. It is quite possible that there may be some explanation, but the gentleman to whom the hats were sent did not get any.

40216. Have you any other facts within your own knowledge that you wish to mention?—Yes. A large building contractor in Queen's County had to wait eight days before he could get wagons in which to remove his building plant. During those eight days he had to keep his foreman in charge of that building plant, and of course he had to pay him. Then a timber merchant—I should mention that this instance does not apply to the Great Southern but to another railway—wanted delivery of 200 tons of timber in March, 1907. From want of wagons he did not get delivery until 20th May. The same gentleman informed me that he has had to refuse several contracts for Irish timber solely on the ground that he could not get the railway company to guarantee delivery within the time specified in the contracts.

40217. That is home-grown timber?—Yes.

40218. Round timber, I suppose—trees?—Yes.

40219. *Mr. Acworth.*—Where was that instance?—That instance was on the Midland Great Western Railway.

Injury to home industries occasioned by the system of Continental through booking over Irish transit routes.

40220. *Chairman.*—Do you think that the development of home manufactures is handicapped or impeded in any way by the system of through booking?—In my opinion it is.

40221. Will you just explain what you mean by that? Take, as an example, bacon from Liverpool to Maryborough; What do you say about that?—In my opinion the development of home manufacture is handicapped and impeded by the system of through booking which foreign railways and canals have over Irish transit routes. I may instance the carriage on bacon from Liverpool to Maryborough. For under 10 cwt. the carriage is 18*s.* per ton; for over 10 cwt. it is 15*s.* per ton. But the carriage on bacon from Limerick to Maryborough, for small weights, which are the general consignments locally, run as high as 26*s.* 8*d.* per ton, and for large consignments, 15*s.* 3*d.* per ton. Pigs' heads, which are packed very loosely and do not require very careful handling, run as high as 23*s.* 4*d.* per ton, the rate from Liverpool being about one-half that amount. My point is that the carriage on bacon from Limerick to Maryborough, even for large consignments, is higher than it is from Liverpool to Maryborough, while for small consignments it is very considerably higher.

Comparison of bacon rates, Limerick and Liverpool to Maryborough.

Continuance of horse transit, as being cheaper and more expeditious than the railways to certain places.

40222. It is more than double?—Almost the entire products of the mills at Maryborough and of the brewery at Rathdowney are distributed by horse transit, even to towns where there is direct railway communication, showing, in my opinion, that the manufacturers find that carriage in this slow way is more satisfactory and cheaper than carriage by rail. Three large wholesale firms doing business in Queen's County employ the same means of transit to distribute their goods, although Mountmellick, which is the principal town for this class of business, has both railway and canal communication with other towns. The transit of goods from the main line to branch lines is unsatisfactory and subject to most inexcusable delays and exorbitant charges, sometimes in cases of urgency mainly arising out of delays of the carrying company. A trader may require a certain class of goods; he may know, by experience, that it will take a certain time to bring them to his station, and it may be necessary that he should get them by the swiftest possible means. I may instance the sending of a small consignment on a Friday from Maryborough to a branch line station forty miles distant. The sender was told that the goods would not be delivered before mid-day on the following Monday. It was necessary that the parcel should be sent, and it was sent by passenger train at a cost of 8*s.* 3*d.* for six stone weight over forty miles of railway. I consider that such a thing as that kills enterprise.

40223. *Mr. Sexton.*—That is £11 per ton?—Yes. Then I instance a consignment of twenty-four packages of tea from Dublin. One package of a particular description was required urgently.

40224. *Chairman.*—And that was sent by passenger train?—The merchant in Dublin was directed to send one package of about 70 pounds weight by passenger train. The rate charged was ¾*d.* per pound. The dealer asked for a refund on the ground that the charge was unreasonable, and pointed out that as large consignments of goods were coming to him daily by the same service it was not an unreasonable thing to ask that he should get this particular package at a reasonable rate. The result of the correspondence was a refusal to reduce the charge.

Lord Pirrie.—Was it the regular rate?

40225. *Chairman.*—That was the regular passenger rate, I suppose?—It may be, but my point is, when an extensive trader requires an article such as this he should not be held to such a rate. The trader applied for a refund, and the reply of the railway people was, "I am in receipt of your letter *re* charges on half-chest of tea. The regulations of the company will not permit of my making any refund under the circumstances." There was not a word of explanation more than that.

40226. I do not think there is much in that, Mr. Meehan. The package had to be sent for a certain reason by passenger train, and the passenger rate was charged. Your contention is that to a good customer they ought to charge the package at the ordinary goods rate?—My contention, whether right or wrong, is that for any customer it is the duty of any carrying company, in case of urgency such as that might be, to send the goods at a moderate rate. To make a charge of ¾*d.* per pound on a package of seventy pounds of tea I think was exorbitant, and, under the circumstances, inexcusable. I give that as an instance of what traders have to submit to. The best regulated commercial concern in the world cannot guard against requiring a certain article in a hurry and requiring it to be sent by the swiftest possible means, and I think the carrying company ought to recognise that and try to meet the trader. I may say that the railway charges in that instance swept away the total profit of the trader on the transaction.

40227. You are aware of the amalgamation of the Great Southern and the Waterford and Central Ireland Railways. Have goods rates been reduced since that amalgamation?—No.

40227A. They have not been reduced?—Prior to the amalgamation the railway rates at Maryborough were lower than they are at present. I would submit the following figures in proof of that statement. I will give the rates from Dublin to Maryborough. I may mention that from Dublin to Maryborough is on the direct main line. I will give the rates on the direct main line and the rates on the Waterford and Central Ireland Railway. Goods had to be carried by canal to Mountmellick and carted from the canal store about two miles across country to the railway station, loaded there, and brought by rail to Maryborough. For grain, from Dublin to Maryborough, on the main line, the Great Southern and Western ordinary rate was 7*s.* 7*d.*; special rate, 5*s.* 9*d.*; Waterford and Central Ireland Railway ordinary rate, 6*s.* 7*d.*; special

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rate, 5*s.* 11*d.* For flour, Great Southern and Western Railway, 7*s.* 7*d.*; Waterford and Central Ireland Railway, 6*s.* 7*d.* Sugar, Great Southern and Western Railway, 11*s.*; Waterford and Central Ireland Railway, 9*s.* 11*d.* Tea, Great Southern and Western Railway, 16*s.* 8*d.*; Waterford and Central Ireland Railway, 15*s.* Machinery, Great Southern and Western Railway, 20*s.* 6*d.*; Waterford and Central Ireland Railway, 12*s.* 1*d.* Bacon, Great Southern and Western Railway, 11*s.* 11*d.*; Waterford and Central Ireland Railway, 10*s.* 9*d.* Potatoes, Great Southern and Western Railway ordinary rate, 7*s.* 7*d.*; special rate, 5*s.* 4*d*; Waterford and Central Ireland Railway, ordinary rate, 6*s.* 10*d.*; special rate, 5*s.*

40228. Take groceries generally?—Groceries, Great Southern and Western Railway, 16*s.* 8*d.*; Waterford and Central Ireland Railway, 15*s.* Since the amalgamation these rates have been discontinued and the other rates charged.

40229. *Mr. Acworth.*—Which rates have been charged?—The rates charged at present are those that I have submitted as the Great Southern and Western Railway rates.

40230. The Great Southern and Western Railway have continued to charge their old rates?—Certainly.

40231. The rates which had formerly existed, and the Waterford and Central Ireland Railway rates were discontinued?—Yes.

40232. *Chairman.*—So that anybody with the traffic has to pay this additional rate?—Certainly. I say that prior to the amalgamation the traders of the district and the people generally had the advantage of this competitive rate, and the rate by the Waterford and Central Ireland Railway was lower that that on the direct main line of railway.

40233. And you have given instances showing that?—I have submitted these as instances.

40234. *Lord Pirrie.*—Do you mean that whereas for machinery the rate was formerly 12*s.* 1*d.* you now have to pay 20*s.* 6*d.*?—Yes.

40235. *Colonel Hutcheson Poë.*—At that time the traffic came by canal or river to Mountmellick?—Yes; by canal.

40236. And that involved much slower transit?—Yes; that is so.

40237. And the traffic that formerly went by canal or river to Mountmellick now comes by railway entirely?—Yes.

40238. *Mr. Acworth.*—It came from Dublin to Mountmellick by canal?—Yes.

40239. Is it a branch of the Grand Canal?—There is a branch of the Grand Canal from Dublin to Mountmellick.

40240. The main branch of the canal seems to come through Monasterevan?—It does, but there is a branch to Mountmellick.

40241. *Chairman.*—Prior to amalgamation you could get machinery from Dublin to Maryborough by the canal and the Waterford and Central Ireland Railway at 12*s.* 1*d.* per ton?—Yes.

40242. And now you have to pay 20*s.* 6*d.* by the Great Southern and Western Railway, or a special rate of 17*s.* 6*d.*?—Yes.

40243. And the other figures are treated in the same way?—Yes.

40244. *Mr. Sexton.*—The Great Southern and Western Railway rates before the amalgamation were the same as they are now?—Yes.

40245. But before the amalgamation you had another and cheaper independent route, which you no longer have?—That is so. I have another instance in connection with the advantage to the trading public and the people generally of even the limited competition of the canal service. I may mention that the canal comes to the town of Carlow, which is 56 miles from Dublin. The distance from Dublin to Maryborough, which is on the main line, is 50 miles. The carriage of goods from Dublin to Carlow is less than the carriage to Maryborough, although the distance is six miles longer. To Carlow the carriage on flour and meal is 5*s.* 9*d.*; to Maryborough it is 7*s.* 7*d.* Oil, to Carlow, 10*s.* 6*d.*; to Maryborough, 11*s.* 11*d.* Sugar, to Carlow, 10*s.* 6*d.*; to Maryborough, 11*s.* Manure, to Carlow, 6*s.* 9*d.*; to Maryborough, 6*s.* 7*d.* There is a difference of twopence in favour of Maryborough in that instance.

40246. *Chairman.*—Now, take machinery?—Machinery, to Carlow, 12*s.* 8*d.*; to Maryborough, 20*s.* 6*d.*, or a special rate of 17*s.* 6*d.*

40247. Take eggs?—Eggs, to Carlow, 17*s.* 6*d.*; to Maryborough, 16*s.* 8*d.*

40248. There it is more to Carlow than to Maryborough?—Yes. There are two or three instances in which the carriage is more to Carlow, but in every other instance it is less than to Maryborough, although there is an additional six miles to Carlow.

40249. *Lord Pirrie.*—Is there any disadvantage at all so far as the canal is concerned?—For the egg traffic rapid transit is necessary.

Comparison of present rates, showing effect of canal competition:—Dublin to Carlow and Maryborough.

40250. *Chairman.*—Take butter?—Butter, to Carlow, 11*s.* 8*d.*; from Maryborough to Kingsbridge, 11*s.* 11*d.*; to North Wall, 13*s.* 5*d.* In further proof of that particular point I instance the carriage on goods from Dublin to Kildare, which is 30¼ miles from Kingsbridge, as compared with the rates from Dublin to Monasterevan, 36¼ miles. The rate on flour and meal to Kildare is 5*s.* 6*d.*; to Monasterevan, where there is canal competition, it is 4*s.* 6*d.*, a difference of 1*s.* per ton. Oil, to Kildare, 8*s.* 7*d.*; to Monasterevan, 7*s.* 6*d.* Sugar, to Kildare 7*s.* 10*d.*; to Monasterevan, 7*s.* 6*d.* Bacon, to Kildare, 8*s.* 7*d.*; to Monasterevan, 9*s.* 8*d.*

Dublin to Kildare and Monasterevan.

40251. There it is more?—Yes, there are a few instances where it is more.

Advantage of canal competition in cheapening rates.

40252. Take manure?—Manure, to Kildare, 5*s.*; to Monasterevan, 4*s.* 6*d.* I mention these to prove that where there is even the limited competition of the canal, traders and the public generally have the advantage of cheaper rates and a more satisfactory service.

40253. Now, one word on the foreign freights on bacon. Is this information with regard to Canadian bacon within your own knowledge?—I do not trade in that particular commodity, but in looking into the matter I sought for information where it was to be had.

Rates for agricultural produce (foreign) to London:

40254. Canadian bacon sent from the port of embarkation in Canada to London direct by steamer; have you the rate for that? Of course, that is all the way by sea. The rate from the Canadian port to London, all the way by sea, according to your figure, is 24*s.* 3*d.* per ton?—That is correct. I have the information from one of the principal importers in London. I went to him specially to get the figures.

from Esbjerg, Copenhagen (Denmark), Caen (France); compared with rates from Limerick, Cork, Waterford, Dublin, etc.

40255. Now, take it from the port of Esbjerg in Denmark to London?—20*s.* 3*d.* per ton, which includes delivery in London within a radius of two miles from the goods station.

40256. Now, eggs from Copenhagen?—30*s.* per ton.

40257. To London?—Yes.

40258. Eggs from Esbjerg?—36*s.* per ton, including all charges; that is owner's risk rate. 41*s.* per ton ordinary rate. Butter from Denmark is 27*s.* 9*d.* per ton.

40259. That is from the port in Denmark?—Yes. It is generally from the port of Esbjerg. From Caen, in France, it is 20*s.* per ton.

40260. *Mr. Acworth.*—Do you know if that is by sea right into London, or whether it is *via* Newhaven?—I do not know.

40261. *Chairman.*—It must be *via* Newhaven if that is a recent rate, because there are no direct steamers now. To compare with these, just give us two or three of your local rates?—Home freights on bacon, Limerick to London, 34*s.* 2*d.* per ton, with a rebate of 4*s.* if goods are carted to the rail by the shippers.

40262. 4*s.* is allowed for cartage?—There is a rebate by the carrying company of 4*s.* per ton if the goods are carted to the rail by the shippers.

40263. That must be cartage in Limerick?—That would be cartage from the place where it was to be collected to the station at Limerick. From Dublin to London the freight is 34*s.* 2*d.*, with a rebate of 1*s.* 6*d.* per ton. Waterford to London, 28*s.* 4*d.* Cork to London, 33*s.* 4*d.* *via* Holyhead, and 30*s.* *via* Rosslare.

40264. Now, take eggs and butter?—Home freights on butter and eggs. From Limerick to London, butter, 40*s.*; eggs, 55*s.* owner's risk, 63*s.* 4*d.* company's risk. Emly to London, butter, 40*s.*; eggs, 55*s.* owner's risk; 63*s.* 4*d.* company's risk. Waterford to London, butter, 28*s.* 4*d.*; eggs, 42*s.* 6*d.* I have given these towns because they are the principal butter-producing places in Ireland, and I instance the figures for comparison between the rates on foreign produce coming into the home market and the rates charged in Ireland.

Jan. 14, 1908.

Mr. P. A. Meehan M P., Representative of Queen's Co. County Council.

40265. I think you wanted to bring under our notice your views with reference to the transit of cattle?—Yes.

40266. The cattle trade is an important factor in this country?—Yes.

40267. Of course you are acquainted with the dealers: you are brought into connection with them frequently as a member of Parliament no doubt?—Yes.

Importance of the cattle traffic.

40268. You have heard of their complaints?—Yes.

40269. What do they complain of principally?—Farmers and dealers complain that the rates are too high. They are as high as when the cattle trade was at its best. They complain that the cattle are injured in transit and deteriorated in value on account of the length of time they are kept in the trucks and of the shunting that takes place at different places.

Complaints as to slow transit and high rates.

40270. I suppose that wont be a general complaint: that is only a complaint of some cases?—It is a complaint that is made generally, not only by farmers who send their fat cattle to market, but also by persons engaged in the cattle trade.

Cattle train service, Maryborough and Dublin.

40271. Would you give us an instance of what you mean by delay?—I have consulted some of the principal cattle dealers in Queen's County in connection with this subject, and also some of the farmers who are engaged in the cattle-rearing business. They complain that cattle booked at Maryborough at 6 o'clock in the evening are not delivered in Dublin before 12.30 or 1 o'clock next day. They are kept in the trucks all that time shunting in and out at the different stations before they are taken on to the delivery banks at Cabra.

Extension of through booking facilities required.

40272. Is that an ordinary transit of a night and half a day going from Maryborough to Dublin?—So I am informed. Dealers also complain of delay of cattle going to local fairs at which it is intended to sell them. I know that to be the fact, and I know that some of the dealers have taken legal action against the railway company for damages arising out of the loss of fairs. In some cases they have succeeded in getting damages. In a good many they have failed. They also complain that cattle from Kilkenny fair, which is a very important fair, when sent by Maryborough, have to be re-booked at Maryborough.

40273. Instead of being through booked?—Yes, to Dublin or whatever market they are booked for.

Delay in the despatch of cattle from Kilkenny fairs.

40274. In other words, what is said is that the cattle industry, being a very important one in this country, every facility should be given for through booking so as to avoid delay?—Certainly. There is delay in sending cattle and sheep from Kilkenny *via* Maryborough. That would mean partly to the Midlands, Portarlington, and on to Athlone, or by the main line to Cork to the South of Ireland. They complain that stock sent *via* Maryborough are kept waiting until all the stock for Waterford are loaded and despatched, and dealers in the direction of the Maryborough district find a reluctance on behalf of sellers to sell to them on account of these delays. They state that they have sometimes been kept from 7 o'clock in the morning to 12 or 1 o'clock in the afternoon before they can get their cattle loaded. Both buyers and sellers are inconvenienced.

40275. And the cattle are injured and deteriorated?—I would not say injured, but it means a substantial loss to the dealers. They have to pay men, and keep them to mind the cattle until they are loaded.

Poultry industry injured by excessive transit cost and delays.

40276. We have had considerable evidence as to the importance of the poultry traffic in this country. I suppose that there is an enormous amount of poultry reared in this country?—Breeding and rearing poultry is an extensive and important industry in Queen's County. Dealers complain of the excessive carriage and of delays in transit, frequently causing enormous loss.

Complaint as to excessive rate for dead poultry, Maryborough to Leicester

40277. They have no complaint about the rates?—The high rates and the loss arising out of delays have to be taken into account by dealers in fixing a price in the markets of the county. The consequence is that the prices are not remunerative to the people who breed and rear the fowl. An instance recently came under my notice. A trader largely engaged in the poultry trade in Leicester wrote to a gentleman in Maryborough engaged in the trade, asking to be sent a sample of poultry. The sample consignment was sent of a dozen birds, and they cost 8*d*. per bird from Maryborough to Leicester.

40278. *Mr. Acworth.*—Chickens?—Geese.

40279. *Chairman.*—Dead or alive?—Dead. The Queen's County trader in sending his sample quoted his price. The Leicester dealer when he received the birds, and found the amount of carriage that would be on them, refused to place his orders with the Queen's County dealer, and wrote and told him he could buy foreign birds much cheaper, and the lower price was brought about by the small amount of carriage that was on the foreign birds. Dealers complain of poultry sent to London, say on Saturday, not being delivered in London until the following Wednesday. Numerous instances have been quoted to me by dealers in Queen's County of their consignments having been thus delayed, and the inspectors in the London markets have frequently condemned the fowl as being unfit to be put on the market, and that arose through the delay that occurred on the railway. They also inform me that such delays are frequent. One extensive dealer in Queen's County informed me, and I know that the information is perfectly correct, that his business was ruined in consequence of losses arising out of these delays; and that the dealers also complain of large and extensive pillage and the difficulty of getting any compensation.

40280. I suppose they are carried at owner's risk?—They are carried at owner's risk, and they say that the reason they send them at owner's risk rate is that the carriage by company's risk rate would be almost prohibitive.

40281. There is a great difference between the two. Now, one general question. You said in the earlier part of your evidence that you had read the evidence given before this Commission by Mr. Field?—Yes.

40282. And that you agreed absolutely with his views as to the nationalisation of the railways in this country?—Yes.

40283. That covers everything, I think. I don't think I need ask you any further questions?—There was just one point in connection with the transit of Irish goods, say to the London market, and the transit of Danish butter. Butter is an article produced very extensively in Ireland, and I find that the rate on Danish butter from Copenhagen to Dublin is 35*s*. per ton. If you take the rates to the London market from these ports of Ireland you will find it is almost double that.

40284. How does it come from Copenhagen to Dublin?—This is the rate from Copenhagen *via* Leith to Dublin, 35*s*. per ton.

40285. It comes across Scotland and then from Glasgow here?—Yes. Take the rate from any butter district in Ireland. Take the County Limerick. The rate on butter per ton from Limerick to London is 40*s*.; from Lismore, in the County Waterford, 55*s*.; from Fermoy, *via* Dublin, 40*s*.; Fermoy, *via* the city of Cork Steampacket Company, 36*s*. 8*d*.; Mallow, *via* Dublin, 58*s*. 4*d*.

40286. Are the conditions the same with regard to quantities? Are the Danish rates applicable to large or small consignments?—They are per ton in each case; and I point out the enormous difference between 35*s*., 58*s*. 4*d*., 39*s*. 2*d*., 36*s*. 8*d*., for this butter produced in Ireland to bring it to market.

Examined by Mr. Sexton.

40287. You represent your county in Parliament and also in the County Council as its chairman?—Yes.

40288. You speak what in your judgment is the unanimous opinion of your County Council?—Yes.

40289. That County Council is in accord with the decision of the General Council?—Yes.

40290. Are you convinced that the various recommendations which you have submitted here to-day represent the preponderating opinion of this country?—I believe so.

40291. That is practically the universal opinion?—It is almost the unanimous opinion of the country. It is not confined to any political party in my country in my opinion; certainly not in my county.

40292. A word about guarantees. You mentioned the Sallins and Tullow line, now a branch of the Great Southern Railway, and you stated that the ratepayers were given to understand that the branch line should be credited with the profit of the main line between Sallins and Dublin upon traffic created by the branch line?—That was the condition on which the guarantee was given or at least on which they consented to give the guarantee.

40293. That was the consideration or understanding on which the guaranteeing ratepayers entered into the guarantee?—Yes.

40294. The result has been, you tell us, that the branch line is credited only with the actual receipts upon traffic over its own mileage?—Yes; that is so.

40295. You consider it unfair and inequitable that although the branch line has brought, apart from its own mileage, lucrative traffic to the main line, the levy upon the guaranteeing ratepayers should be measured only by the actual receipts of the branch line itself?—I consider that it is most unjust.

40296. Do you say that in such a case, where an existing company undertakes to work a guaranteed line, at least some proportion of the profit brought to the main line by reason of the new branch, as well as the strict receipts of the branch itself, should be credited as against the liability of the guaranteeing area?—Certainly. I would say that the entire of the profit of the branch line from Tullow to Sallins should be credited to the working of the line, and a proportion of the traffic arising directly from the branch line and going to the main line should be credited to the branch line.

40297. That this principle should be applied in future cases of this kind?—Yes.

40298. Looking to the number of these additional lines required, and the great necessary expenditure, do you consider it is requisite to have an Irish authority, a central authority, which would consider this transit question as a whole, and deal with proposals of this kind in the order of their public merit and urgency?—Certainly. I believe there is no possible satisfactory solution for this present difficulty except the vesting of the railways and canals in an Irish authority.

40299. Even if there were no gift and no grant from what is called the Imperial Exchequer to Ireland have you any doubt that the economies arising from the application of public credit to the purchase of these lines and from single working would provide money enough, not only to make a full experiment in the reduction of rates and fares, but also to provide from year to year the interest necessary for the capital sum required for these additional lines?—In my opinion there would be sufficient money for the purpose. At the same time I would not for one moment recede from the position of insisting upon restitution being made to Ireland for the millions of overtaxation that have been taken out of the country.

40300. Certainly not: I quite understand that. But in an inquiry of this kind we consider all the contingencies with a view to showing that the reform of the railways can be effected, whether there is a gift or a grant or not, by the other alternative—I mean that if a gift or a grant is refused we have to consider whether there is any other mode of bringing the matter to an issue?—I believe that that is another mode as you have put it to me that will bring it to a satisfactory solution, as it will bring sufficient money for the development of the resources of the country and would mean increased traffic.

40301. In the Queen's County, together with the ordinary resources of crops and the raising of cattle, you have still some industries remaining?—We have a few.

40302. A few flour mills and maltings, a brewery, a couple of little textile factories, and a few stone quarries?—Yes.

40303. And more valuable and greater industries have disappeared?—Yes.

40304. Coal mining, the woollen industry, potteries and tanneries, have all disappeared?—Yes.

40305. I ask you to contrast the fate of the linen and the woollen industries in Ireland. The British Parliament by legislation extinguished the Irish woollen industry?—That is so.

40306. The Irish Parliament in the brief period of its power fostered that industry, and raised it to a thriving condition?—Undoubtedly.

40307. The British Parliament, from the date of the Union, frowned upon and neglected that industry?—Undoubtedly.

40308. It has now practically ceased to exist, or exists in a very limited form?—It has ceased in Queen's County at all events, with the one exception of the little industry at Ballinakill.

40309. It has no considerable organised existence in this country?—It has not.

40310. On the other hand, the British Parliament, for reasons of its own, fostered the linen trade?—It did.

40311. After the date of the Union it turned its back on the woollen trade, and gave bounties to the linen trade until it was in an independent condition?—It did.

40312. And the linen trade flourishes to-day?—Yes.

40313. Do you find an instructive contrast between the industry struck down by Parliament and the industry favoured by it—a proof of what Parliaments can do? Do you happen to know what we are importing wool and woollen goods to the extent of £1,500,000 per annum into Ireland?—I was aware of that fact.

40314. Under fair conditions all that money might have been applied to finding employment for Irish workers?—Every shilling of it.

40315. You have lost all your tanneries?—Yes.

40316. How many of them had you in the county?—I think there was one in every important town. There were two very important ones in Mountmellick and Maryborough, and I believe others in different parts of the country of a more limited size.

40317. My friend the Chairman seemed surprised that you have now no tanneries, but is it not the fact that we import into Ireland every year half a million sterling worth of leather?—That is so.

40318. And boots and shoes worn by the Irish people to the value of £2,000,000 a year are imported from across the Channel?—That is so.

40319. Could there be a more striking instance of the want of organised industries in the country?—I don't think in any country in the wide world a similar instance could be quoted of the deliberate destruction of the manufacturing industry of the country by the Government.

40320. The thing has been so scientifically handled, indirectly but very effectually, that actually the hosiery and wearing apparel of this country to the value of £5,000,000 a year are now brought across the Channel?—That is a fact. In fact everything in daily use, what the people wear, their boots and hats and clothes, knives, forks, delph, everything comes from across the Channel.

40321. Can any country whatever live and thrive under such conditions?—It is not possible for any country, in my opinion, to be prosperous where such a condition of things exists.

40322. Selling its more valuable food and sending out the money thus gained for inferior food and for the commonest articles of wearing apparel and household use?—That is so.

40323. The case of the Queen's County as recited briefly to-day at the outset of your evidence is the common case of Irish counties—tillage halved since '48?—Yes, and decreasing at the present day.

40324. Pasture now half the total area, and the population reduced 50 per cent. in 50 years?—Yes.

40325. Do you know that the population of Great Britain has doubled in the same time?—Yes, and it would have doubled in Ireland if the people of Ireland had the management and control of their own affairs and the destiny of their own country.

40326. If the Irish Parliament had not been bribed and bludgeoned out of existence I suppose the population might now bear something more like the same proportion to Great Britain that it did at the time of the Union—one to two?—In my opinion it would.

40327. Such a contrast in what is called the United Kingdom after 100 years of the Union, population halved in one country and doubled in the other, arrests attention and challenges inquiry, even in the matter referred to this Commission, does it not?—In my opinion it does.

40328. The depopulation of this country is closely connected with the critical position of the railways?—In my opinion it is.

40329. In proportion to the decline of the population there is a restriction in the sources from which the passenger traffic is drawn?—Certainly.

40330. In proportion as the people diminish the demand for goods declines?—Undoubtedly.

40331. Let us see what caused the depopulation of Ireland; did it spring in the first instance out of the great famine?—Yes.

40332. The great emigration sprang from the famine?—Yes.

40333. Then, too, came the repeal of the Corn Laws, in the interests of the British consumer directly, and indirectly of the British manufacturer. What was the effect of the repeal of the Corn Laws on Ireland? Did it substitute pasture for tillage?—

Disastrous effect of British fiscal policy on Irish industries since the Union.

Annual value of woollen goods, leather, and boots and shoes imported.

Also of hosiery and wearing apparel.

Depopulation of the country and its effect on the railways.

Contrast of the populations of Great Britain and Ireland after a century of union.

Causes of the depopulation of Ireland.

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The effect was that it was for the time being destructive of tillage, and every great landlord in Ireland swept his tenants off his estates and consolidated his land into great grazing tracts, and the people, who remained in Ireland, were driven to the cutaway bog and the bit of mountain side to try to make land out of the mountain heather, and the good land was all locked up into bullock runs and sheep walks, and so it remains to this day.

Effect of the repeal of the Corn Laws on Irish tillage.

40334. That economic measure, called for by the convenience of the British manufacturer and workingman, led immediately to the substitution of grazing cattle for the labour of men and tillage, and very soon to the immense consolidation of holdings and the dispersion of the people?—That is so. It gave cheap food to the English artisan, but it starved and hunted from their native land the people of Ireland.

40335. Then came the railways?—Yes.

Effect of high export rates on Irish agricultural produce in conjunction with Continental rates to Great Britain.

40336. And they have instituted and continued to the present time a system of high export rates from Ireland which, taken in conjunction with the facilities and rates allowed to the importer of food products to Great Britain from Asia, Africa, Australasia, Europe, and every division of the globe, have left Ireland in the background even in the markets of Britain, her nearest neighbour?—Yes.

40337. The effect of those high export rates as contrasted with the low rates for transit has been to limit the agricultural and pastoral output of Ireland?—Undoubtedly.

40338. The railways as commercial undertakings had a certain line to pursue, but whatever may be the justification or explanation of the policy of the railways, the low import rates from abroad and the high export rates from Ireland continue to complete the effect of the famine and of the repeal of the Corn Laws?—In my opinion they do.

Difficulty in reviving past industries.

40339. Those evils might have been mitigated if there had been any industrial resources in our towns? Why are there no industrial resources in our towns? Why are our towns mere distributing points without industrial energy?—If you take the towns in the Queen's County, after the destruction of the woollen industry the artisans emigrated. There was nothing for the population to turn to but agricultural pursuits. They were limited in their sources of employment by the creation of grazing ranches. Agricultural labourers living in the neighbourhood of the town had merely a few months employment during the year. Manufacturing industry has been so long out of the country that the people now have lost all technical knowledge in connection with it. Hence arises the difficulty of establishing manufacturing industries in the towns.

40340. In any ordinary well-organised country the overplus of the agricultural population, the natural overplus from one generation to another, of the agricultural population finds occupation in the industries of the towns?—Certainly.

40341. The imports into Ireland, which are £55,000,000, include £27,000,000 of food products and other goods that could be produced in Ireland. That explains the absence of organised industry in the Irish towns?—Undoubtedly.

The analogy of former trade and navigation laws and existing railway rates as affecting Irish industries.

40342. A great deal is said about trade and navigation laws passed against Ireland in former times. The main object of such trade and navigation laws enacted against Ireland was to prevent Ireland from exporting her goods to England, the Colonies, or foreign countries. Is not the same effect produced in a measure, at the present day by the very great facilities, the very low rates, given for food imports from foreign countries into Great Britain?—The same object is attained no doubt.

40343. Then the effect of the high inland rates in Ireland, the rates which the Irish manufacturer has to pay for the movement of his products, as contrasted with the low rates allowed to the importer, seems to be worse than that the trade and navigation laws, because these were introduced to prevent us only from exporting our goods, while this system, carried to such perfection by the railways, prevents us even from selling our goods at home. Does not that seem to go further in an indirect way than the trade and navigation laws did directly?—Undoubtedly.

A complete change in the railway and canal systems and improvement in the modes of transit necessary.

40344. What is the prospect?—If the agricultural output continues to diminish, and if no industries are started in the towns, the country must continue to decline, and emigration must persist?—Yes.

40345. What, then, is the cure?—Is it a reversal of the policy? Would you say that the same principle must be taken and the same means must be applied to place the Irish exporter upon an equal footing with the foreign importer into Great Britain, and to place the Irish manufacturer upon an even footing, so far as transit is concerned, with the producer of imported goods in whatever country he may be?—If there is any hope for the revival of industries in Ireland, or ever bringing about the prosperity of the country, there must be a complete change in the railway and canal systems of the country, and the modes of transit must be improved in the direction in which you suggest.

40346. If the export rates from Ireland were placed upon a parity with the import rates from foreign countries into England for proportionate service, have you any doubt that the Irish agricultural output, which is capable of very great expansion, would very much develop?—Enormously develop, in my opinion.

40347. If the inland rates were placed on an equal footing with the low import rates into Ireland, have you any doubt that there would be a, perhaps, slow but a certain and increasing, development of industries in the Irish towns?—Undoubtedly.

40348. You support as the only effective solution that recommended by the General Council?—I approve of it in its entirety. In my opinion it is the only possible satisfactory solution of the difficulties of the case.

40349. However the finance may be arranged—and the finance might be arranged in any one of two or three different ways—either by a gift in restitution, which would settle the question at once, or by the use of Imperial credit, which would implement the loan and capital, or even by allowing Ireland to borrow for herself if nothing else were done—in any of these ways it is possible to deal with the finance of the reform. Apart from the question as to which of these should be actually carried into effect, I understand you to say that the essential principles—the principles that cannot be dispensed with—are that the lines shall become the property of Ireland, and that they shall be worked by an Irish elective authority?—That is my opinion.

Examined by Mr. Acworth.

40350. If a man manufactures a pair of boots, say, in Maryborough, and sells them in England, the Irish railway gets the carriage of the boots to Dublin?—Yes, if they are sent by rail.

40351. Say they are sent by rail. Leave out the canal. If an Englishman makes boots in Leicester, and sends them to Maryborough to be sold, the Irish railway get the carriage from Dublin to Maryborough?—I presume they do.

40352. On the other hand, if the workman is employed in Leicester he employs the English railways to bring him food, clothing, and everything else he wants?—Yes.

40353. If he lives in Maryborough he employs the Irish railways to bring him food and everything else he wants?—Yes.

40354. It would look therefore as if it was the interest of the Irish railways to encourage the manufacture of boots in Maryborough rather than in Leicester?—It would strike you immediately that that is the interest of the railway company, but that is the very thing they don't do.

40355. I want you to tell me why you think they fly in the face of their own obvious interest?—I cannot explain why they do, but I think the fact is established that the carriage on foreign goods through Ireland is cheaper and the handling is more favourable by the railway company than is the case with what is made at home. I have given you to-day in my evidence two instances to prove that fact.

40356. Then, may I take it your position is this—that you cannot understand why they do it; you agree with me in thinking that it is against their interests to do it, but you think the facts prove that they do it?—They do it. I think one of the reasons why they do it is this. Irish railways—some of them at all events—are controlled very much by English opinion, or the opinion of English railway companies. I don't know to what extent they may be bound to them, but I believe that the policy of the management of Irish railway companies is controlled to a great extent by the management of Eng-

lish railway companies, and they are not managed in the interests of this country.

40357. That is a good reason of course, as far as it goes?—In proof of that I may mention that frequently we see occurring in this country the scandal of an Englishman or Scotchman being appointed manager of an Irish railway company. Some of the principal officials that man the Irish railways are Englishmen or Scotchmen. I don't object to Englishmen or Scotchmen at all; but I say that if the railways of this country were managed in the interests of the country they could find Irish quite capable and competent to do the business of the Irish railways, and not bring over strangers.

40358. Would you object to Irishmen being taken over to good positions in England?—I would if I were an Englishman and if my own countrymen were there, and capable of doing the same kind of work. What I object to in connection with that is this, that while the subordinate positions, porters and clerks, at a salary of £50 or £60 a year, are given to Irishmen, the important appointments with from £500 to £1,000 a year are given to Englishmen and Scotchmen. Consequently there may be English and Scotch influences dictating the policy of Irish railways and not the advantage of this country.

40359. You told Mr. Sexton that the repeal of the Corn Laws led immediately to the substitution of grazing for tillage. I am afraid I don't know Irish economic history as well as I ought to, but you will agree with me that it certainly did not have that effect in England for at least twenty or twenty-five years?—I am afraid I cannot give information on that point. I know that the effect of the Corn Laws was the destruction of tillage in Ireland at the time.

40359A. It is rather strange to me, because it clearly did not have that effect in England at the time. It has had that effect in later years of course; but it did not have that effect in England for a generation. The price of corn did not drop.

40360. *Mr. Sexton.*—In Ireland the great clearances came immediately after the Corn Laws repeal.

40360A. *Mr. Acworth.*—With regard to the Tullow and Sallins line, as I understand, what happened was this. The people who were negotiating made a bargain, as they believed that they were to get a rebate on all traffic to Dublin, which would have been a very equitable bargain, as it seems to me. When it came to the written document being drawn up they did not get that, but something smaller?—That is so.

40361. They never apparently took steps to protect themselves, making sure that the written document was to the same effect as the original, perhaps verbal, bargain?—It may be open to the suspicion that the business arrangements might have been done loosely.

40362. You and I both know the extraordinary care that is taken when bills are going through the Houses of Parliament. It could not have slipped in without a great deal of notice?—I don't think that that particular point was dealt with in the bill at all. The bill was simply to get authority to make the railway over that particular district. It could not have gone into the question of guarantee at all.

40363. Before the Act of 1883 you could not have levied a rate on a locality except by an Act of Parliament?—Yes; under the Grand Jury Laws the local authority could give the grant. It was in the hands of the local authority under the Grand Jury Act.

Mr. Croker Barrington, Solicitor.—It was I obtained this guarantee for the Great Southern Company. It was got by an Act of Parliament, in which the guarantee was embodied, and I had to explain it to each Board of Guardians in the neighbourhood and the Committee of the Grand Jury, and none of these bodies ever made any suggestion, nor did I make any suggestion, that there would be anything in the way of a rebate for traffic coming to the main line. That was not mentioned at all.

Witness.—I cannot dispute this gentleman's personal knowledge of the transaction, but the people of the district have told me that the guarantee was given on the understanding by the general body of the people that they were to be credited with a certain proportion of the rate over the whole line.

Mr. Croker Barrington, Solicitor.—That suggestion at all was never mentioned between the parties who struck the bargain which was carried through Parliament. Crediting receipts of the main line is unusual in Ireland. I never heard of it being done.

Chairman.—It is very common in England.

Lord Pirrie.—What do you mean by saying it is not usual?

Mr. Croker Barrington, Solicitor.—It is not usual to credit receipts coming to the main line to the benefit of the guaranteeing area.

Lord Pirrie.—I have never known any that was not.

Mr. Acworth.—The first instance I ever knew coming before Parliament was in the West Highlands Railway in 1889.

Tullow and Sallins line. Working agreement with G.S. & W. Company.

Chairman.—What Mr. Meehan says is that people were under the impression, and he says whether they were under the impression or not, he thinks that in justice this little line should be credited with a portion of the benefit that the main line gets out of the traffic.

Mr. Croker Barrington, Solicitor.—If they had made such a bargain we might have asked 4½ instead of 4 per cent., or £60,000 instead of £50,000.

40364. *Chairman.*—In England, where these little lines are made, in several cases within my own knowledge the little line is credited with from 5 to 10 per cent. on the through traffic that originates or terminates on the little line. That is what you mean?—(*Witness*).—Yes.

Lord Pirrie.—I know that the same thing took place about several lines.

Conditions under which the baronial guarantee was given.

40365. *Mr. Acworth.*—There is no question but that it is quite common within the last fifteen years. When you speak of Irish manufactures being prohibited, you don't mean that they were prohibited while in Ireland, but that there was a prohibition against these manufactures being imported into England?—All the tendency of the laws that were passed was the destruction of the Irish manufactures.

The effect of British fiscal policy on Irish industries.

40366. I won't in the least deny that. I wish to get the facts. There was no prohibition of manufactures for Irish consumption?—The Acts of Parliament may not have used these very words, but they were prevented from exporting the manufactures to the Colonies or to any foreign country except through England.

40367. That, of course, was before the Act of Union?—Yes.

40368. There were precisely similar restrictions on Scotland exporting to the English Colonies before the Scotch Act of Union?—I cannot speak for Scotland.

40369. Take that from me. Since the union of Scotland and Ireland respectively there have been no such restrictions?—There is an old saying in this country it is too late to lock the stable door when the horse is stolen. Our industries were destroyed, and when the road was open to revive them our artisans were gone and our capital was robbed.

40370. Don't take me as arguing that everything which was done was right. I am only trying to get the facts accurately on the notes, if I can. There were regulations of the Irish Parliament prohibiting English manufactures being imported into Ireland, I believe?—No.

Irish industrial progress under Grattan's Parliament.

40371. Between 1780 and 1800?—The only time the Irish Parliament had liberty was under Grattan's Parliament, and there was no country in the world made such strides in manufacturing and agricultural industry as Ireland did during that short time.

40372. I am not denying that for an instant, but they did exercise their liberty, rightly, I suppose, of restricting English imports into Ireland?—I cannot answer that question.

40373. Now let me come to a different question. I would not in the least deny that what has happened in reference to fiscal policy has had some effect. But take the question of tanneries, for example—I daresay you are aware that tanneries have largely died out in English country districts. The big town tanneries, with their large supplies of leather close at hand, swallow up the little ones?—I am not aware of that fact, but it may be so.

40374. I daresay you know that in the 18th century there was a very considerable iron industry within thirty or forty miles of London, which was afterwards killed by the great industries of the North.

Chairman.—The ore was exhausted.

40375. *Mr. Acworth.*—No, it was not exhausted; but they could not smelt it at a profit against the competition of the big industries?—That is right.

40376. If a place cannot be worked at a profit it is a mistake to work it?—Yes.

40377. The question is whether your iron ore may not be like the iron ore in Surrey—that it cannot be worked at a profit?—It was worked at a profit.

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40378. So was the Surrey iron ore 100 years ago, when carriage was more important. Take another instance—the worsted industry in Norfolk. It is dead there?—It simply changed to another part of the country.

Decline of certain English manufactures.

40379. Because other parts of the country have advantages?—It might have been more profitable to work them where they are at present, but our complaint is that our industries were taken away out of the country altogether.

40380. Does not that tend to show that it need not be legislation entirely that is responsible for the change?—Yes, but it is proved legislation killed Irish industry.

40381. There being no legislation against Surrey iron ore or Norfolk woollens, they have gone under?—Legislation would not affect the transfer of an industry from one part of the country to another; but what we complain of, and are in a position to prove, is that legislation has killed our industries.

Cause of the stoppage of the Dysart iron ore industry.

40382. What I suggest is that while it may possibly have helped there may be other causes more important?—I know what killed the iron ore industry at Dysart was the prohibition by the landowner of working the ore further.

Complaint as to Maryborough Station accommodation.

40383. You referred at some length to the insufficiency of plant and staff at Maryborough Station and the shortage of rolling stock—I suppose you would not have mentioned these if Maryborough had been exceptional?—I would not.

40384. You mentioned it as a general complaint?—I think that possibly you misunderstand me. I said that the facilities at Maryborough both for passengers and goods are good; much better in comparison than other places. The rolling stock at that particular point may be sufficient. The two instances I mentioned were not at Maryborough. One was at Abbeyleix and the other was on the Midland Great Western line.

Insufficiency of staff.

40385. But you did mention, *apropos* of Maryborough, that the staff, plant, and accommodation were not sufficient?—The working staff at Maryborough is insufficient.

40386. You would not have mentioned that if it were a solitary instance, but you think it typical of the starvation of the line?—In any portions of the length of railway that I have any knowledge of these features always strike me.

Savings to be effected by amalgamation of the Irish lines under popular control.

40387. I was sure you would not have mentioned it if it were a solitary instance, but you mentioned it because it was typical. If that is so, if the State takes over the railways, they will have to add considerably to the staff, plant, and so on?—If the Irish people take over the railways there will be, I presume, an amalgamation of the numerous boards that control the railways at the present time. That would bring about a very substantial saving.

40388. I would not deny that?—And the reduction of what they have to pay an ornamental staff and the appointment of a sufficient working staff would bring about a much better and more satisfactory condition of things, and make the handling of goods and the transfer of passengers much more convenient for the public, and in every way satisfactory.

40389. Having got rid of, we will say, 200 directors, and converted them into perhaps 400 porters, you would have used your money up?—I could not say we would use all the money up. If we remove five or six directors or five or six managers or chairmen, with £1,000 a year each, we could employ a great many porters.

40390. But having used up the directors' salaries to increase the staff, you cannot use the same money over again, can you?—You cannot apply money to two purposes at the one time.

40391. I won't ask you to put a figure on it—that would not be reasonable. But you have given the impression that a considerable amount extra is wanted for plant and staff and so on. Whatever that costs it is going to be a first charge against the economies of amalgamation?—Whatever staff is necessary for the proper and satisfactory working of the line should be provided.

Improvements in stuff and equipment to follow from amalgamation.

40392. That has got to come first, before there is any money available for other purposes?—Yes; I presume so.

Complaint as to train service to the Tullow line from the South.

40393. You mentioned the connection at Naas. How far is Naas from Sallins?—I think two miles.

40394. It would not be a very great hardship to spend 1s. 6*d.* on a car?—No; but where men buy a ticket from Maryborough to Naas they should not, when they get out at Sallins, have to take a car to drive them the remainder of the distance.

40395. Let us suppose it is a railway worked by the State, and, not wanting to waste money, does not want to run a train up the line for the sake of the connection at Sallins if there is only one passenger every two days?—It would be very absurd to run a train for one passenger. When I mentioned the one instance I don't wish to contend that there is only one passenger concerned. My point is this. There are two trains leave Dublin for Tullow in the morning. I say that one of these trains should be so timed as to connect with the first train coming from the south of Ireland and take on any passengers that were going on the branch line, but at present those trains pass through Sallins on to Tullow and have gone before the southern train comes, and there is no connection with the south of Ireland until 3 o'clock in the afternoon, and I say it is a disgrace to any railway company to have such an arrangement.

40396. I daresay the explanation may be that the traffic is so small that it is not worth while delaying the Dublin passengers, who constitute 90 per cent., even ten minutes?—I say that there are very important fairs in towns like Baltinglass, and, I think, in Tullow, and I think it would be to the interest of the railway company themselves as well as to the interest of the public to have arrangements made by which passengers from the south of Ireland, cattle traders and others, could reach these fairs at a reasonable hour in the morning. There is nothing to prevent it if you only time the train to arrive at Sallins to make the connection.

40397. I don't argue you are wrong, because you know the circumstances so much better than I do, and I am only speaking from the point of view that naturally occurred to me that the traffic up the line to the Tullow branch is infinitely smaller probably than the traffic from Dublin to the Tullow branch?—Yes, but in my opinion if the railway company had to work that line without any guarantee they would be glad to make a connection with all the branch lines.

40398. I follow that. They have got their money safe?—Yes. They have got the 6*d.* from the ratepayers and don't care how they manage the line.

40399. You say goods from London are better handled than goods from Dublin?—That is my experience.

40400. One cannot imagine that the railway company have any interest in doing that?—I cannot.

40401. So one cannot suppose that they have given instructions?—I would imagine their interest would be the other way.

40402. One cannot imagine that there are any regular instructions. Can you say what interest the railway company staff have in handling it worse?—I cannot see any interest. I am only stating what is the fact and the Commission can draw their own inference. I say from my knowledge that goods from London are more carefully handled and delivered in better time than goods from stations in Ireland.

40403. When you say they are more carefully handled do you mean to say they are more carefully handled at your own station?—No. They arrive in better condition. I judge by the condition in which they arrive at the warehouse.

40404. That might be due to the fact that the English trader packs more carefully?—It might be.

40405. It might be due to the fact that the English railway company collecting in London collect carefully and the Irish trader in Dublin delivers to the railway company and delivers carelessly?—I don't know that. I am only stating what is a fact within my own knowledge, that one class of goods is handled better than another.

40406. We are both agreed that we don't see why the railway company should do it?—I don't see why they should not handle Irish goods better.

40407. You have also fairly admitted that you don't know that it is the railway company have done it?—No. Perhaps I may say at this point that I am not by any mean unfriendly to the Great Southern Company. I admire them for many improvements they have recently made. I think they are deserving in some respects even of every encouragement and appreciation for the changes they have brought about, but they are far and away behind what they should do for the public.

40408. I am not concerned to say they are not. I want to ask you as to a different point, which is a

very difficult one. You remember the case of the chest of tea?—Yes.

40409. You practically said this, that the trader in question was a good customer, and that they ought to have let him off the high rate and taken the tea by passenger train for goods rates?—I would not say by goods rates, but at a lower rate than three farthings per pound.

40410. At a lower rate than the regular passenger scale?—Yes.

40411. I see that from your point of view, but it would be illegal for the railway company to do it?—I don't think so. I think it is in the power of the railway company to make certain charges and to alter and vary them as much as they desire, and in the case of a trader who is paying them several hundreds of pounds a year freight, I think it is quite a proper thing that in a case of urgency where a trader requires a small clean parcel, such as that would be, to be sent by passenger train there ought to be a reasonable rate and that the three farthings a pound was a most unreasonable rate.

40412. I am not in the least saying it may not be a hard case, but there is an old saying that hard cases make bad laws. We have had any quantity of evidence from traders saying that railway companies give favoured clients special advantages, and they bring them before this Commission to have it stopped, while you are asking to have it done—I don't mean to say for yourself?—I am not saying that this concession should be restricted to one, two, or a dozen people.

Chairman.—All you say is you consider that three farthings a pound for this chest of tea was too high.

Mr. Acworth.—Of course if you meant to say that the parcels scale altogether was too high I could understand that, but I understood you to say that a special concession ought to be made, because it was an accident that it was sent by a passenger train.

Chairman.—You said that the three farthings a pound swallowed up the entire profit.

40413. *Mr. Acworth.*—At page 15 of your proof there was a thing that interested me a good deal. You say the through home freight of eggs from Limerick to London was 55 shillings owner's risk, and 63*s.* 4*d.* company's risk; that is, roughly, about 10 or 12 per cent. extra for companies' risk?—Yes.

40414. On the previous page you give eggs, Esbjerg to London, 36 shillings, owner's risk, and 41 shillings, companies' risk. That is just about the same proportion in the Danish trade as in the Irish trade—rather more in the Danish trade, about 12 per cent. extra—but it is roughly the same. It is 5 shillings extra on 36 shillings, and 8*s.* 4*d.* extra on 55 shillings?—The home freight on butter and eggs from Limerick to London is, butter, 40 shillings——

40415. You have not given the two rates there, and that is why I take eggs?—Eggs are 55 shillings from Limerick to London at owner's risk, and 63*s.* 4*d.* company's risk. From Esbjerg to London it is 36 shillings, including all charges at owner's risk, and 41 shillings at ordinary risk.

40416. That is including all charges, too?—I suppose so.

40417. The difference in each case is owner's risk?—Yes.

40418. In each case there is an increase or deduction of something like 10 or 12 per cent. in the rate. They are alike in the two countries. Does it seem to you a reasonable difference to make for the company being absolved from risk?—The point I desire to establish is this, that the freight on foreign butter and eggs to the London market was so much cheaper than what it is from Ireland to the London market.

40419. Those figures are there. They speak for themselves. We have had those from other people, but you are the first person who has given us an opportunity of comparing the owner's risk with the company's risk rate in the two countries, and I want to ask you whether in your view the difference made is a reasonable one?—I have not considered the question from that point of view.

40420. As to the rate for geese, it seems to me so enormous I think there must be some explanation. Do you know have any of these people ever asked the Board of Agriculture to interfere?—I am not aware they have.

40421. Because 8*d.* for a goose that is worth about five shillings seems enormous?—I have supplied the Commission with the information which I have taken the trouble to inquire into to verify the truth of the statement.

40422. But you don't know whether your informant has taken any steps?—He has not, as far as I know.

40423. Then you gave a rate comparing the rate for Danish butter with the rate for Irish butter from Mallow to London *via* Dublin. Do you know what the Rosslare rate is?—I have not got it.

Danish butter rates to London compared with those from Mallow to London.

40424. It is presumably lower. It seems to me it was not quite right to compare the longest route with the direct sea route, with the cheapest route for the Danish.

Mr. Smyth (*G. S. & W. R.*)—We have not got the rates here.

40425. *Mr. Acworth.*—There is just one question I want to ask. I hope you won't think I want to trench on politics, because I don't. You spoke of the County Council of the Queen's County being unanimous. I don't want in the least to minimise the importance of that, but I would wish if you could tell me are they all of one party politically?—How would you define the party?

The politics of the Queen's County County Council.

40426. I would leave it absolutely to you. I will be satisfied with your answer?—Would you say Nationalists and Unionists?

40427. That is what I had in my mind. That is how parties do tend to divide in Ireland?—At present the members of the County Council are entirely Nationalist. At the first election——

40428. I don't want to carry it further, but I don't wish to stop you from answering?—There is a certain inference might be drawn from that. One reason for that is that at the first election some Unionist gentlemen did contest certain divisions, and I am glad to say that one Unionist gentleman was unanimously elected on his merits, irrespective of politics. Others were defeated. Since then no Unionist has come forward. If they had they would be judged on their merits, and if the public thought well, be elected. But I may mention that while the Queen's County Council are entirely Nationalist, yet in selecting their officers they have selected them upon just principles. One of the principals, the accountant, is a Protestant and Unionist, and he was unanimously selected by this entirely Nationalist body; and 13 out of 30 officers employed by the Council are Protestants, and where any position is in the gift of the Council the question of politics is rarely if ever considered except in this light, that heretofore every appointment from that of a door-keeper to the highest position in the county was given to Unionists and non-Catholics, and we consider we are perfectly justified in readjusting this great injustice in electing a just proportion of the Catholic people to positions of honour and emolument from which they were so long shut out. In doing that we are always anxious to guard against inflicting on any of our non-Catholic fellow-countrymen the same injustice that we suffered under for so long.

Appointments made by the Council irrespective of religion or politics.

Religion of the existing officers.

40429. *Lord Pirrie.*—Was that the Grand Jury that you referred to?—Yes; the Grand Jury, the different poor law unions, the asylum and the county infirmary. To my knowledge every position in these was filled by non-Catholic officials, from the gatekeeper to the highest official in them; and I say that now under this entirely Catholic and Nationalist body we have 13 of our principal officials non-Catholics and Unionists.

The position of affairs under the Grand Jury.

40430. *Mr. Acworth.*—I am very glad that I am responsible for bringing out that information. May I say I am quite sure that the Chairman of the Queen's County County Council will always be quite fair?—Thank you very much.

Examined by Colonel Hutcheson Poë.

40431. You spoke of the want of connection between Mountmellick and Mullingar. I think it was always contemplated that the line would be extended to Mullingar?—That was the original intention.

The desirability of a direct railway from Mountmellick to Mullingar.

40432. At present anyone going to the North of Ireland from Waterford, Kilkenny, or any of the southern stations would have to go round either by Athlone or Dublin?—Yes.

40433. Through Athlone they would have to go a long roundabout journey making connections to get to the North, while if this connection were made with Mullingar they could go on by Cavan and Clones, and so on to the North of Ireland?—Yes.

40434. Then apparently that would be one of the

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most beneficial extensions of the existing system that could be made?—I think it would be an enormous benefit to the Queen's County and the adjoining country, as it would open up the whole of the district to the Midlands and the North.

Inconvenience arising from defective connection between different companies' trains at junctions.

40435. You allude to the want of connections and the inconvenience which you and passengers generally receive at the Sallins and Naas junction. You are in a large business, and in addition to travelling on your official duties, you travel a good deal over Ireland. Would you go so far as to say that if you find a want of connection on one system, between trains which, so to speak, are in the hands of one company, the Great Southern and Western for example, and that consequent inconvenience and disadvantage is entailed upon the travelling public—would you say that such want of connection, with its attendant disadvantages, is far more likely to be met with in the case of a number of different competing lines. For instance, is not the want of connection felt much more between the Great Southern and the Great Northern and between the Great Northern and the Midland Great Western where they meet?—My knowledge of the other railways is not very much. I mainly travel over the Great Southern. Sometimes I have gone on the Midland line; but I have generally found delays more or less.

Advantages of unity in the management of the lines.

40436. You are aware probably from reading the papers that a great deal of complaint has been made—we have had evidence to that effect—of the want of connection to enable passengers from the north to get to the south?—That complaint is correct. At the same time I may say the best managed railway cannot avoid these delays, but it is a great cause of complaint where these delays are constant.

40437. At any rate the want of connection which the public suffer from at present could be minimised, if not altogether removed, if there were unity of management?—Undoubtedly.

40438. Probably it would disappear to a great extent if not altogether?—Undoubtedly.

40439. You allude, I think, to the excessive second class fares. There is a great difference between second and third class fares in Ireland as compared with England and Scotland?—Yes.

40440. You are aware that second class fares in England are very little over third class fares—from ten to fifteen per cent?—Yes.

40441. In Ireland they go up to 50, 60, and 70 per cent.?—Yes.

A reduction in second class fares advocated.

40442. Would it be in your opinion beneficial to the railways and of great advantage to the travelling public if the second class fares were greatly reduced and brought down to something approaching the third class fares?—It would certainly be an advantage to the travelling public, and I believe it would be an advantage to the railways.

40443. It would not involve any loss to the railways?—It would not in my opinion.

40444. Is it your experience that there are numbers of people in Ireland of the middle classes who are now obliged to travel third class who would travel second class for the sake of the added comfort and convenience, if the charge were only slightly in excess of the third class?—Yes. They would be very glad to pay any reasonable increase.

The baneful effect of past British legislation on Irish industries.

40445. You have given very interesting examples of the various industries that existed in Ireland, many of them in a very flourishing condition in the previous centuries. While I don't wish to go back on the past history of this country, is it not the fact also that the oppressive legislation, which began so far back as the reign of Charles II., was carried on almost to the end of the 18th century, and that though repeated efforts were made only twenty years before the Union, between 1770 and 1780, to get many of these enactments repealed, yet that owing to the opposition of the English traders and manufacturers, these efforts were, with very few exceptions, unsuccessful?—That is so.

40446. Would you go so far as to say that the effect of that legislation was really to subsidise indirectly English manufactures and industries?—Undoubtedly. That was the object of the measures dealing with the Irish woollen industry and Irish industries generally.

Ireland's claim to Government aid to develop industries.

40447. It not only hurt industries in this country, but it put into a very much more prosperous condition those that were in their infancy in England?—Yes. The consequence is that the English Government owes us restitution for that destruction of our manufactures, and this is the time to make it.

40448. The effect of that legislation was seriously to handicap any industries which were started during the last twenty years or are being started now?—Undoubtedly, because the English manufacturers have been long established; their business is made, and they are able to compete successfully against the poor struggling men who were trying to get their initial knowledge of the business.

40449. I suppose you will go so far as to say that no country can live by land alone, and that unless industries of some kind or manufactures can be recreated or started in Ireland there is very little prospect of any great development of prosperity. Would you go so far as to say that for any real development of the country, where past legislation has inflicted such grievous injury, it would be a fair argument to urge, that now when we are trying to restart industries of one kind or another, every facility should be given us, in the matter of whatever financial assistance might be required to initiate such a policy, whether that assistance took the form of State credit, a free grant, or other aid to an Irish authority?—Undoubtedly.

40450. You gave us figures to show that the rates for butter from Denmark to England are from 50 to 70 per cent. lower than the rates for butter from Ireland?—Yes.

40451. I suppose a great deal of that is owing to Danish butter being sent in very much larger quantities. Possibly something may be done on the part of the Irish producers to co-operate so as to send their consignments in larger quantities?—I could not say it was in consequence of sending larger quantities, because if you take the rates from Cork, which is one of the largest butter-producing centres in Ireland, you will see that the rates are very much higher than from Denmark. From Mallow, in the County Cork, the rate for butter, *via* Dublin, is 58*s.* 4*d.*, and *via* the City of Cork Steampacket Company it is 53*s.* 4*d.*, and I say that if the Irish railways and the transit generally were under proper control the people in Cork should be able to send their butter to the London market as cheaply as the people in Denmark.

40452. You are aware from the returns of the Department that something like £11,000,000 of butter and eggs are sent into the United Kingdom from Denmark in the year?—That is so.

40453. And that the value of the butter and eggs sent from this country is between £5,000,000 and £6,000,000?—Yes. We should have something like £11,000,000 worth.

40454. You will agree that there is very little prospect of our doing so, even though we improve in the matter of winter dairying, which has a great deal to say to it, but that, apart from that, unless we can nearly assimilate our carrying rates to those in operation between Denmark and England there is very little chance of capturing that large amount of traffic?—I think with proper transit arrangements we would be able to capture the greater part of it. I am aware of the fact that up to a recent period Irish butter and bacon commanded the highest prices in the London market, and supplied the principal part of the butter and bacon to the London market.

40455. Probably I think a great deal of the inferior position which they now occupy is owing to the non-supply of butter during the winter months, and people who have to go to Denmark for their winter supply get to like the Danish butter, and when spring comes they do not care to go back to Irish butter. You spoke of the effects of amalgamation on the Great Southern and Waterford and Central systems as producing higher rates than were available formerly by the canal and the Waterford and Central. You spoke of the rates which were in existence from Dublin *via* canal to Mountmellick and thence by rail to Maryborough, and said that they were considerably lower than the rates now in force on the Great Southern Railway. Surely the former route is still open to you. I don't see how that is affected by amalgamation. The canal is independent, and the only difference is you have got the Mountmellick connection to Maryborough in the hands of a different company, but that is only a short distance?—I think you will find that the views of the railway company are taken very much into account in regulating the traffic of the Grand Canal at Mountmellick; and then the branch railway from Mountmellick to Maryborough is under the control of the Great Southern Railway Company since the amalgamation. Prior to that it was under the control of the Waterford and Central Ireland Railway Company. They had that competitive route.

Now that competitive route is discontinued. I went to the goods store at Maryborough to inquire if this route was still open, and I was told that it was not.

40456. I think we had evidence from a former witness that at present you could get certain articles at Maryborough *via* the canal and *via* Mountmellick at a considerably lower rate than you could get them by direct railway between Dublin and Maryborough. Is that the case still?—At present I am not aware that any goods come by that route, and I was told it was closed. And if it is not to the interest of the railway company to send goods by a certain route they can make it disagreeable for a trader if they like, and discourage him from sending by that route.

40457. At any rate, where you have water competition alongside a railway you will admit it must materially affect the railway company's charges?—At a place like Maryborough, on the direct line to Cork and fifty miles from Dublin, the rates should be as cheap as they possibly could be, even by the water route. It is on the direct line. There is no shunting and no going on to side lines, and there is no expense, but the mere hauling of the goods from Kingsbridge. In my opinion the railway company could afford to carry goods that way as cheaply as they could carry it by Mountmellick.

40458. I suppose the railway company would say they cannot; but, at any rate, you know that where there is water competition it governs the railway rate?—There is competition to Monasterevan and Carlow, and, in consequence, the freights are lower than to places where the railway haulage is shorter.

40459. It would be no good to say to the railway company at, say, Kildare or Maryborough, "You must keep your rate up, and not be influenced by the canal." You would put up the price on the people at Monasterevan and Carlow, but you would not benefit yourself? There should be, in my opinion, a readjustment of all the rates, and because people in a particular town are restricted to the use of one railway they should not be penalised by a higher rate than people who had competitive routes. Why should the people of Maryborough, fifty miles from Dublin, be penalised by a higher rate than the people of Carlow, fifty-six miles from Dublin, who have a cheaper rate?

40460. But you know that if the railway did not agree to lower rates in these places they would not get any traffic. Everything would go by water to Carlow?—That proves my case—that the rate is too high.

40461. You will agree that the amount of traffic to be carried one way or another in Ireland is hardly enough to keep both canals and railways alive. In these days traders want consignments delivered quickly. They don't take a large bulk. There are not a great many things for which there will be traffic by canal?—There are numerous things which could be carried by canal, and many industries which could be created and fostered, and it would be a substantial advantage to the country if there was an extension of the canal, say, to Ballyroan, the lime-manufacturing district. There would be plenty of haulage on it, not alone of lime, but of coal and other commodities, such as manure for the farmers. It would be a substantial advantage, and create industries through the country.

40462. I don't want to go into the canal question, because the Canal Commission is inquiring into it, but I should have thought you would hardly contend that there was enough traffic to justify further extension of both railways and canals. It may be necessary or desirable to extend either one system or the other but it is hardly necessary to extend both systems. When you speak of cattle sent from Kilkenny having to be re-booked at Maryborough, is that from Kilkenny to Dublin?—Yes; Kilkenny to Dublin, Limerick, Mountrath, Thurles, or any of the southern towns.

40463. There is no through booking?—That is the statement made to me by the principal cattle dealers of the district. If a man from Thurles, Portarlington, or Mountrath wishes to send his cattle *via* Maryborough, should he want to get a train connection he has to re-book them at Maryborough.

Colonel Hutcheson Poë.—I suppose the railway company will have some answer to that.

Mr. Smyth (G. S. & W. R.)—It is not correct.

40464. *Colonel Hutcheson Poë.*—I thought it was curious?—I give the information on the authority of one of the principal cattle dealers in the district.

40465. With regard to this railway from Castlecomer to Portarlington you speak of a line passing through Castlecomer *via* Ballinakill to Stradbally; I should like to see the railway going to Ballinakill, but if it went to Ballinakill it would not go to Stradbally. Would you think the Castlecomer, Ballinakill, and Abbeyleix route would be as useful as the Castlecomer, Stradbally, and Portarlington route. It comes to this, whether the cattle industry, which is very important round Ballinakill, is more valuable than the limestone industry at Stradbally?—In my opinion the making of the railway from Castlecomer *via* Stradbally and Portarlington would be best in the interests of the general public.

Jan 14, 1908

Mr. P. A. Meehan, M.P., Representative of Queen's Co. County Council.

The proposed railway extension from Castlecomer to Portarlington, *via* Stradbally, recommended.

Examined by Lord PIRRIE.

40466. I listened with great interest to your evidence given to our Chairman and other members of the Commission. There are one or two points that I wish to clear up in my own mind. What do you mean by the 63,000 acres of waste land in Queen's County? You say that the population of the county has been reduced one half in fifty years, and that land has gone out of cultivation. Is the reduced population your explanation of that waste land?—The acreage under tillage has decreased considerably. A large proportion of the 222,120 acres now under pasture was formerly under tillage. Some portion of the 63,000 acres of waste was also under tillage, but I am not prepared to give you the number of acres.

Acreage of waste land in Queen's County.

40467. My question was what do you mean by the word "waste." Has it become waste by the want of labour or of railway and canal facilities. Is it too costly for the people to take their goods to market?—Some portion of the 63,000 acres was formerly under tillage, but has gone back to its original state.

Large decrease in tillage.

40468. What is the amount in your mind?—And the other portion represents all the bog.

40469. I rather took your view to be that the waste would cease to be waste provided railway or canal facilities, of some sort or another were increased?—No. I don't think I made that statement.

Chairman.—Barren land you mean.

40470. *Lord Pirrie.*—You say it has not been always barren?—Portion of it has not.

40471. Why is that portion which is not cultivated to-day lying barren, in your opinion?—In my opinion the chief cause is the depopulation of the country. The removing of 54,000 people out of the country accounts for a great deal of the land having gone back.

40472. A great deal of that waste land is lying waste through the decline of the population?—Yes.

Land lying waste through decline in population.

40473. When you speak of a large amount of land being under water do you mean lakes or land that has not been drained?—That includes lakes and rivers.

40474. It is not because of want of drainage in that particular county?—The want of drainage in the county does not affect this 357 acres.

40475. It is merely river and lake?—Yes.

40476. You merely want to make up the balance of the total area of the county?—Yes, but as you have mentioned the question of drainage perhaps I may state that out of that 223,000 acres under pasturage there are 40,000 acres subject to flooding from the River Barrow.

40477. Then you don't include the land I thought you meant to refer to?—I do not.

40478. Over and above the land included as under water there are 40,000 acres constantly flooded owing to want of drainage?—Yes.

Lands flooded owing to want of drainage.

40479. It seems to be a very serious question in the interests of the county, that reduction of the population by one half in fifty years. Were any people evicted except those who did not pay their rents, or were they evicted because landlords wanted to get them off their property and get the land into their own hands?—I cannot speak from personal experience of the cause of the evictions in these days, but it is historically true that the people were evicted at the mere caprice of the owner, and the occupiers of land that was under cultivation and was growing good wheat were all evicted by the owners and the small farms were consolidated into grazing tracts.

Cause of evictions of small farmers.

40480. Then, if they had had the railway facilities you speak of fifty years ago that would not have kept the population in those circumstances?—I don't know whether the existence of the railways would

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have been a reason for the landlords not pursuing the inhuman policy of destroying the population.

40481. You speak about a great deal of limestone in your district, and in your evidence to the Chairman you laid a good deal of weight on the statement that if you had proper facilities it could be made a considerable industry in the county. Where would that limestone have gone to. Have you considered that almost all the counties of Ireland have got limestone, the ordinary use of which would be for building purposes in the county or for putting on the land?—Yes.

Prospect of successfully working the limestone industry.

40482. And each farmer, as a rule, sends to the kiln and takes what limes he wants to manure his land. Where could you send to. You could not compete with the limestone that has to go to Glasgow from those County Antrim hills, where there is no railway journey at all, and it practically falls off the cliffs, and is put on the steamer, for Glasgow?—In nearly all the Midland Counties of Ireland there is limestone, but limestone that it would be almost impossible to successfully quarry. In Queen's County the limestone is on the surface, in the baronies of Stradbally and Ballyadams, and at the Rock of Dunamaise. If there were transit facilities that rock could be utilised for building purposes all over Ireland where limestone is required. It could be used in Dublin where so much foreign stone is imported. The heavy transit of the limestone from Stradbally prevents it from being worked up to the present.

The proposed connecting of Ballyroan with Monasterevan by canal.

40483. But the imported stone, whether it comes from the North of Ireland or elsewhere, comes direct by sea. There is no railway freight on it. Do you think you could possibly compete where you have to pay railway rates and loading and discharging, as against the steamer rate?—We could get a canal connection to Ballyroan, I think, for a very trifling expense, and I think it would be a decided advantage not only to the locality, but to all the country around. Farmers at present have to get their lime from 15 to 20 miles distant. In consequence it is only used very sparingly. It is valuable as a manure. If there was any means of the people getting it by canal or rail in the district it would be used far more extensively than it is at present.

The £40,000 for canals voted by the Irish Parliament not received owing to the Union.

40484. You spoke of the £40,000 voted by the Irish Parliament. Am I right in assuming that that money was voted, but was never given to you; that it never got to Queen's County?—That is another of the grievances we have against the Saxon.

40485. You never got it?—We never got it.

40486. It was voted?—It was voted, but the interlopers came in and prevented us from getting our rights.

40487. *Mr. Acworth.*—What was the date of the vote?—Just before the Union.

The excessive number of railway directors and chief officials.

40488. *Lord Pirrie.*—You spoke, I think, rather by mistake, of the numerous boards of directors and the ornamental officials. Do you not mean the numerous boards of ornamental directors and officials? You did not mean to apply the description "ornamental" to the officials?—I did not use the word in any offensive sense.

40489. It is not offensive. You meant to apply it to the directors?—Not entirely to the directors, but to a staff that would be considered altogether unnecessary.

40490. I really thought that you meant to convey that we had from 200 to 250 directors and that you thought it could be managed by eight or nine men quite as well as by these ornamental gentlemen?—That is what I did mean.

40491. Then the word ornamental is applicable to the directors in that sense?—Yes.

Complaint as to passenger train delay at Abbeyleix.

40492. You very properly spoke of the passenger train that was kept waiting to let the goods train pass at Abbeyleix. If that goods train had to pass along a single line and if it contained goods for export belonging to many farmers, don't you think it was proper management to send forward the goods so that these farmers might have them delivered in time and keep back a train containing one or two gentlemen who were probably going on a shooting expedition or to pay an afternoon visit? That did not affect the commercial side of Ireland. Would you not rather sacrifice twenty minutes to benefit the Irish farmer?—I would willingly sacrifice twenty minutes if an object such as you describe were to be attained by it; but the people travelling by that train were not going to shoot or dine with their friends. They were business men whose time was of great value to them, and if the trains came in in time and went out in time there would have been no necessity for that delay.

40493. You speak very strongly all through your evidence about the advantage or importance, in which I agree, of having additional canal or railway facilities, but you speak here; where you have a railway close to your own district, of the goods of some mill in Maryborough being distributed by cart to the extent of ten or fifteen miles, though the railway runs alongside. If you have those facilities and don't make use of them, I think a little explanation is wanted?—The only explanation I can give is that the manufacturers find it cheaper to send by this slow method of horse haulage than to pay the rates charged by the railway companies.

40494. Or that the want of facilities at the various goods yards and the loading and discharging of those particular goods are so bad that it is better for them to cart the goods?—That is the inference I draw from it.

Chairman.—That only applies to short distances.

40495. *Lord Pirrie.*—It goes up to ten or fifteen miles. Do you grow flax at all in your county?—Not in Queen's County.

40496. Does the flax trade get a little assistance from some public authority to assist them?—There was an attempt, some years ago, to revive the growing of flax in Queen's County. It was tried for a couple of years, but it was discontinued.

40497. Therefore there is no grant from the Government or any department towards assisting the flax industry in your county?—There is not.

40498. Has your County Council ever tried to get a grant?—Our County Council did not, because the farmers consider that the land is hardly suitable for growing flax.

40499. Did not you grow flax in considerable quantities in the South of Ireland many years ago?—Not in Queen's County, and I think that the flax you allude to was grown only over a very limited area.

40500. I take it that your broad view is this: the railway company in their own interests should facilitate not only the travelling public, but the customers who are sending goods, otherwise the dividends will be gradually reduced as the population is reduced, and that is why you think in their own interests they should try to meet these various complaints you have brought forward?—Undoubtedly.

40501. I take it from your evidence you believe that one of the very first and most important things that can be done for the welfare of the Irish people and for increasing industries, which is the only way to increase the population, is to make railways the property of the Irish people themselves, and managed by an Irish body?—That is, in my opinion, the only possible satisfactory solution.

40502. *Chairman.*—May I say I think we are all agreed we are much obliged to you for the very clear and admirable evidence you have given?—Thank you very much.

Mr. Peter Gannon, Representative of Ballinamore Rural District Council.

Mr. PETER GANNON examined by the CHAIRMAN.

40503. Mr. Gannon, you appear on behalf of the Ballinamore Rural District Council?—Yes.

40504. You are baronial auditor of the Cavan and Leitrim Railway?—Yes.

The guarantee for the Cavan and Leitrim Railway given under a misapprehension.

40505. Is it within your knowledge how these baronies gave the guarantees?—Yes. The scheme was pretty largely circulated, but I have been asked to convey the impression that several of the parties who signed the primary document their names were forged to it and they themselves never signed it, but, of course, I don't attach much importance to that fact, because we have since been an agreeing party. Nevertheless it is a fact.

40506. I suppose the guarantors, according to you, were under the impression that they would have a permanent majority on the Board?—Certainly.

40507. Have they?—They have not.

40508. Were they under the impression that the rate they would be called on to pay would not exceed

a certain amount in the pound?—That was stipulated in a document which I understand was put in by Father Gray or Mr. Lawder.*

40509. Do you remember what the maximum amount you were likely to be called on for was?—It was stipulated that it would not exceed 4*d.* in the pound.

40510. In practice what has it been?—I believe it has reached 1*s.* 1*d.*

40511. What is it now?—It stands at a shilling in the pound at present.

40512. You being the guarantors are of opinion that you should have a majority in the management?—Certainly. That was in the contract in the beginning, but it was not embodied in the Order in Council. That is where we are at sea at present.

40513. The Order in Council provides that the majority should be the shareholders?—It does not make that provision. The shareholders shall have two for Cavan and four for Leitrim on the Board; but at the time the Local Government (Ireland) Act was coming into force the shareholder directors when they saw they would be losing their power increased the shareholder directors from six to eight. At all events they stand at eight at present, so that they hold the control in their own hands, while their 5 per cent. is assured.

40514. Are you the auditor of the accounts?—Yes.

40515. Have you anything to say with reference to the working of the Cavan and Leitrim Railway?—Yes. We complain that they have usurped the management of the ratepayers, and manage the railway in such a way that various extravagances and abuses of the ordinary railway system exist.

40516. As auditor could you tell us what you mean by that extravagant management? What particular item do you refer to?—I will take one item to commence with. I have known various cases where undue preference is a prevailing feature. I have known where rebates have been given to particular customers. I have known a case where a customer had three head of cattle going to the cattle fair, and was charged at the standard rate; while another more fortunate, if not more favoured, customer had five head of cattle carried for the same distance for 7*s.* 6*d.*—this works out at head rate over 3*s.* 1*d.* in the former and 1*s.* 6*d.* in the latter case.

40517. That is in the station accounts?—Yes.

40518. *Mr. Croker Barrington, Solicitor.*—Could you give us the name in the case of the undue preference about the cattle?—I believe I will be able to get you that. That was by no means an isolated case. I knew of various cases of the kind to happen.†

40519. *Chairman.*—As auditor of the railway, do you get facilities from the line to go to any particular depot if you wish?—No; I get no facilities whatever.

40520. You don't get a pass to go over the line?—I get one single journey pass every year to make one audit in the year. As baronial auditor I am bound to make one audit. That would seem to fulfil the duty of auditor according to the railway way of looking at it. I get one free pass for one journey to do that, but no more. According to Section 18 of the Order in Council you will see we are entitled to a certain amount of supervision. According to the companies' interpretation of that, the only supervision we should exercise is to come up here to Dublin once in twelve months, and examine the accounts when they are veneered and varnished and fitted for the eye.

40521. The head office is in Dublin?—Yes.

40522. Do you only examine the general books kept at the general office?—Anything offered to me is all I could see. Here is the Order I refer to (*produces Order in Council*), but there are transactions not accounted for.

Mr. Croker Barrington, Solicitor.—All the books and station accounts are brought to Dublin. This gentleman gets a free pass to Dublin. The general manager is here.

Mr. R. R. Stewart (Secretary, Cavan and Leitrim Railway Company)—I am Secretary and Accountant to the company. Nothing is refused to the baronial auditor in connection with the auditing of the accounts. Everything asked for is placed before Mr. Gannon and his co-auditor for Cavan, and certified by him as correct.

40523. *Chairman.*—Are the station accounts sent to Dublin.

Mr. Stewart.—All the original way-bills are in Dublin, and were shown to Mr. Gannon.

Witness.—That is not quite correct. Before going to make the audit of the accounts I was informed that on the preceding 15th of August—this will illustrate how there are no accounts in Dublin of some traffic; and as a matter of fact there has been work done in connection with this Siamese twin company, the Arigna Mining Company and Cavan and Leitrim Railway, though they were not born together—I was informed that a special train was employed on the 15th of August for the collection of hay for the Mining Company. A number of men were loading it, and the work was superintended by the Traffic Manager, who is here. I made very particular inquiry, because if the ratepayers took an action the company would stand to win in any case. They cannot lose. The ratepayers would lose if the company lost. I made full inquiry in the audit in the office, and found there was no trace of that special train. Not alone that; they can run trains any time they wish. Mr. Stewart says that we got all the accounts we asked for. We did not get that account. This is simply the way they work the accounts down there. They don't damn themselves by sending in returns of transactions such as those.

40524. The special train you refer to was for the Arigna Company, and your contention is that the Cavan and Leitrim Company got nothing for it?—Yes.

Mr. Stewart.—The train referred to was for carrying hay for ordinary traffic. It was booked, and the original way-bills in connection with that were shown to Mr. Gannon at the time of the audit, and he made no objection. I have the way-bills here.

40524A. *Chairman.*—It is a twice told tale, and it is so easily explained.

Mr. Stewart.—The strong allegation in connection with the baronial auditor is that the company refused the baronial auditor permission to make his audit. That is entirely inaccurate.

Witness.—I made no such statement myself.

40525. *Chairman.*—Here is the way-bill?—(*Witness*)—My contention is this. These are booked by the ordinary train, as you can see, and there is a special train to go along and collect the hay and bring it in, and the staff are employed doing this, and there is no account of it in the Dublin office.

Mr. Stewart.—The work of the men in connection with loading or unloading outside the ordinary traffic is charged in the wages sheet, and has been done in this case. We can produce evidence of this when we come before you in proper time.

Mr. Gannon.—Of course, I merely give this as one simple incident brought under our notice which illustrates the manner in which this company is carried on. They refuse us access to their books, and refuse to allow us to supervise the working of the line.

Mr. Stewart.—I object to the witness using the word refused. They were not refused access to books.

Witness.—On the line. We are refused where it is most necessary.

Mr. Stewart.—There are no books kept on the line that can be of any service to the auditor. All the original documents on the line are sent up to the office monthly, and are produced to the auditor each time he makes his audit.

40525A. *Lord Pirrie.*—The witness should be allowed to give his evidence, and the railway company can give evidence afterwards. I really must protest against the interruption of the witness.

Mr. Stewart.—I am responsible for this, and I thought I might clear it up.

40526. *Chairman.*—I think we shall have to take you at the end. I can quite see there is the entry, there is the rate. If the wages incurred were charged in the ordinary way as wages, there is the wages bill he could have seen?—(*Witness.*)—Certainly. That is a new departure. The outside public never heard of such a thing. It is the first time that anybody has heard of it. I want to show you it is impossible for us to have the supervision we are entitled to under these Orders in Council.

40527. The Order in Council provides that you are not to have a majority on the board?—I am at present on the question of supervision, which we are denied on the line, and I have Mr. Stewart's document here to prove that contention. Here is a letter which I have written to the Traffic Manager, and his reply. The answer is:—"I beg to acknowledge receipt of your letter, which I have forwarded to the Secretary and Accountant, whom I shall be glad if you will kindly communicate with on the subject." I wrote the Secretary. Here is his reply:—Mr. M'Adoo has forwarded your letter of the 3rd inst. in

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Allegation that the Cavan and Leitrim Company perform services for the Arigna Mining Company gratis.

A special train for hay traffic instanced.

Complaint that access to the books at the railway stations was refused.

Therefore the supervision authorised by the Order in Council is not possible

Correspondence with the railway company as to the right to inspect the station accounts.

* See Appendix No. 7, Third Report.
† See Appendix No. 12.

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which you state you called at some of the company's stations for the purpose of inspecting the accounts to enable you to make your audit, and you were not allowed to see them without permission from the Manager, and requesting such permission. In reply I beg to inform you that all the accounts and documents necessary to enable you to fulfil your duties as baronial auditor for the year ending November, 1906, are in this office, and will be laid before you when you come here on the 10th inst. as arranged. All stations returns are sent up here monthly and retained here, so that a visit to the stations would not only be a waste of time, but would not assist you in carrying out your audit." That is dated the 6th of April, 1907.

The documents submitted to the baronial auditors alleged to be incomplete.

40528. That seems reasonable if the fact is as stated that you have got everything?—I deny I have got everything. I have asked for the return of this special train. I can prove that this special train was collecting hay. Mr. Stewart admitted that they have a special wages sheet for it. It is very hard to draw the line between where this company ends and the mining company begins, and they deny us the supervision of the line. That is my contention.

40529. *Mr. Acworth.*—The law is dead against the railway company. Look at section 44?—Here is a letter from the Board of Works in connection with the matter of auditing.

Mr. Croker Barrington, Solicitor.—Our position is that we give everything that is usual. At Kingsbridge our accounts are in that way.

Mr. Acworth.—The Act of Parliament says they are entitled to one thing, and you say, "We will give them another."

Sections 42 and 44 of the Order in Council of 1884 dealing with the keeping and auditing of the accounts of the railway.

40529A. *Chairman.*—Let us have the clause read. It is sufficient at first to read clause 42.

Mr. Croker Barrington, Solicitor.—"Keeping accounts.—The promoters are to keep full, true, and distinct books of account, with a description of the capital of each of the said undertakings and the receipts of each from every source, and the expenditure, and shall keep and preserve all receipts and other documents necessary for vouching same, and shall at all times produce the said books, receipts, and documents for the inspection of such person or persons as the respective presentment sessions and Grand Juries may appoint to examine the same, and also to such persons as the Treasury or the Board of Trade may appoint for a like purpose, also the arbitrators appointed under section 6 of the Tramways Ireland Act, 1883." The 44th is next. "Audit of accounts.—The respective accounts of the respective undertakings shall be audited once in each year, but the auditors should be appointed as hereinbefore provided, and the promoters shall produce for inspection and examination of such auditors in so far as they shall require same the books of account and all receipts and documents necessary for vouching the same, and supply the auditors with all such further information as may be reasonably required for the purpose of auditing the said accounts."

40530. *Mr. Acworth.*—You are to produce in so far as he likes any information he may reasonably require for the purpose of auditing the said accounts. I don't suppose that Mr. Croker Barrington will suggest that the railway is to be the judge of reasonableness.

Mr. Croker Barrington, Solicitor.—What I say is this—the audit is once in each year.

The company's objection to the examination of books and accounts at the stations.

40530A. *Mr. Acworth.*—You shall produce documents and vouchers, whatever he asks for, in so far as he asks for them.

Mr. Croker Barrington, Solicitor.—It does not mean a roving commission over the whole railway into stations. We are bound to keep the books by one section, and bound to produce anything necessary to vouch them by another, at any time he likes. In connection with that we cannot say he can only come up at two o'clock in the day, or anything like that.

Lord Pirrie.—It does not say he must come to Dublin.

Mr. Croker Barrington, Solicitor.—Dublin is the chief office he must come to.

40531. *Lord Pirrie.*—It does not say that he is not entitled to go to all the stations on the line if he wishes to.

Mr. Croker Barrington, Solicitor.—You cannot keep the books in more than one place. What he really wants is a roving commission?—(*Witness*)—I want some kind of supervision. If coming up to Dublin once a year and looking at the books veneered and made up is supervision then I waive my claim. Look at Section 18.

40531A. *Mr. Acworth.*—Section 18 is this: the said baronies of the said County Leitrim shall be represented in the direction of supervision of the affairs and finance of the promoters by any auditor or auditors who may from time to time be appointed by the respective presentment sessions to inspect the books and accounts of the promoters and so on. If you are going to read it disjunctively, then the business of the auditor is to direct and the business of the directors is to supervise, and it is the auditor who is the director.

Mr. Croker Barrington, Solicitor.—That is what is asked for.

40532. *Chairman.*—The Board of Works, Dublin, in reference to an application, say, on the 27th of September, 1907—I am only reading an extract in reference to the statement of Mr. Gannon—"The Board are advised that no such limitations are imposed on you by Clause 43 of the Order in Council of 1884, and the accounts of the various stations on the line appear to be in the nature of further information reasonably required for the purpose of auditing the accounts within the meaning of Clause 44."

40532A. *Mr. Croker Barrington, Solicitor.*—That, of course, we absolutely admit?—(*Witness*)—I may further say we made no application to the Board of Works, but the Treasury were sent their yearly auditor's report, and they sent it back to the Board of Works here. It was by virtue of that, and taking exception to some paragraph, that they wrote me that letter.

40532B. *Chairman.*—I don't know that we can give any decision upon this.

40533. *Colonel Hutcheson Poë.*—Might I ask the Secretary what is the practice of the Board of Works in Ireland.

Mr. Shanahan.—The practice of the Board of Works as regards the auditing of the accounts of light railways is to make the audit in the head office. The Board of Works' representative never, as far as I am aware, thought it necessary to visit any station or to take any accounts outside the accounts presented to him in the books and relevant documents, in the head office of the company; but, of course, my Department in adopting that course and that practice never admitted for a moment that it was not within their rights to make any visit to a station or take up anything oustide the head office if they wished.

40532. *Mr. Croker Barrington, Solicitor.*—It would come up in the King's Bench if any dispute arose to compel the company to produce the books?—(*Witness*)—That would be to tax the ratepayers over again, for the company would lose nothing.

40533A. *Chairman.*—What I would suggest is, if there is nothing to conceal, why should not this auditor be allowed to go to any station he likes?

Mr. Croker Barrington, Solicitor.—What this gentleman tells me is that the station books are all brought to the head office, and they are there, with the vouchers, and the one set of books that show the accounts.

40534. *Chairman.*—Then what I suggest is that if this gentleman goes to the stations and finds that all the documents are in Dublin he will be satisfied; but he is debarred from going to the stations to make any inquiries.

Mr. Croker Barrington, Solicitor.—I hear he goes to the stations, and is not satisfied?—(*Witness*)—It is for that right I am contending.

40534A. *Chairman.*—When he goes to the station he is told that all the papers are in Dublin.

Mr. Shanahan.—There are station books kept in the station. Every railwayman knows that.

Mr. Stewart.—Only copies.

Mr. Shanahan.—Then the Cavan and Leitrim Railway must be different from all other companies if there are not books at the stations.

Witness.—All the railway books are not in Dublin. I asked to see a list of the stock in hands—the stock of goods, supplies, stores—and I was told it was in Ballinamore. There are a lot of abuses existing, no matter what the railway company say. I say if there were no abuses why are they afraid of me. Another case in point: I was shown a list of old stores sold. I know the customer myself who purchased the old stores. There was not one word of that on the list I got.

40535. *Colonel Hutcheson Poë.*—Did you make any remark on your certificate to the Grand Jury to that effect?—I don't believe I referred to that particular point.

40535A. Surely it was your duty?—I referred to many other points as well as that. Another reason: I did not know until afterwards that the particular party

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Cavan and Leitrim Railway—*cont.*

had bought the stores. I made more inquiry in the meantime.

Examined by Mr. Acworth.

40536. Forgery is a nasty word. Do you think "to convey the impression" that there was forgery twenty years ago?—Yes.

40536A. Do you think that that is fair?—I know it is true.

40537. Are you prepared to prove it?—I am not going to prove it. But, at the same time, I believe that the thing is unimportant at present.

40538. It is not unimportant. When you say that there was forgery, it seems to me that you should either withdraw it or prove it?—I withdraw it, but I think there are living men will prove it.

40539. You don't know it yourself?—I don't know.

40540. Then it is not right to say it here. Undue preference has been a prevailing feature, you say in your proof, and you say you think you can give one instance of where five head of cattle were carried as cheaply as three head?—I don't think I am positive they were carried cheaper.

40541. You are prepared to give the name, the station, and the date?—Yes.

40542. Can you give any more?—That was only a case in point. I can give data in other cases. I know another case in which there was a rebate of four or five shillings. I can give the name of the party.

40543. And the station and date, so that the railway company can deal with it?—I cannot give the exact date.

40544. Can you give it approximately?—Yes; April, 1896.

40545. You have undertaken to send these to the Secretary?—Yes.*

40546. Have you any more?—These are the only cases in which I can give date, but there were many more.

40547. That is for twenty years. Does that justify you in saying it is a prevailing feature?—It has been.

40548. You know of two cases that may yet break down?—I knew of many more, but I did not take the data of them. Now, about free passes. Many people travel on free passes. I was shown a list of free passes in Dublin here by the secretary, Mr. Stewart. There are many people travelling whose names are not included in that list. The list I was shown included the principal railway servants, who were, of course, entitled to passes, and certain press representatives, but many passes in use were not recorded on the list.

40549. You know there are passes for the whole year over the whole system and single journey passes for a particular journey?—Yes.

40550. You are not speaking of single journey passes?—No; passes for certain periods and passes for years.

40551. You are satisfied that those are being given and not reported to you?—Yes. That is more than mere belief.

40552. It seems to me you are entitled to go to the stations to find out?—Yes.

Mr. Croker Barrington, Solicitor.—They would not be at the station.

40553. *Mr. Acworth.*—I was thinking for the moment of the North-Western and the Great Western system, where you get a voucher. These would be recorded in the secretary's office?—That is not quite correct either. There are any amount of passes issued by the Traffic Manager.

40553A. *Mr. Acworth.*—I presume they are issued by the different heads of departments.

Mr. Stewart.—A list of passes issued from one Board meeting to another, every fortnight, is submitted to the Board by the heads of departments.

40554. *Mr. Acworth.*—If Mr. Gannon suspects you of not giving the full information to the directors he is entitled to verify it.

Witness.—I have no suspicion that Mr. Stewart did not act fairly and squarely in every way he could.

Mr. Stewart.—We have nothing to conceal. Mr. Gannon can go into the affairs of the company from its very inception. He satisfied himself with the year's audit.

40554A. *Mr. Acworth.*—Do you accept that?—(*Witness*)—Certainly not. I satisfied myself as far as the books in Dublin were concerned.

40555. You are satisfied you did not find anything wrong with the books in Dublin?—No, with the exception of the fact of the retention of the office in Dublin.

40556. Do you claim you are entitled to go to the stations and work back for ten years?—No. I don't claim that. That was the order of the joint committee.

40557. *Mr. Acworth.*—Does the railway company accept that during the current year he is entitled to see any current document at the stations?

Mr. Stewart.—If he went to-day to the stations he would see nothing that we cannot produce for him in Dublin. Mr. Gannon cannot make his audit until the books of the company are closed half-yearly.

40558. *Mr. Acworth.*—I am not suggesting that Mr. Gannon is correct, or even that that is what he thinks. You don't send all the documents to Dublin. Suppose he thinks you keep back invoices, and he says nothing shown him in Dublin will satisfy him, the question is, is he not entitled under this Act to make surprise visits to the stations and see what he can see?—(*Witness*)—I don't even want to make surprise visits. As a case in point, we are told that in the locomotive department one of those directors had his car mended in the workshop. How are we to know that in Dublin?

Alleged use of the locomotive works for the private purposes of a director.

40558A. *Mr. Acworth.*—I think that is a case of administering interrogatories.

Mr. Stewart.—I think the company should be supplied with the specific charges against them.

40559. *Lord Pirrie.*—You have brought on the whole discussion by interrupting so frequently. If you had allowed the witness to give his evidence as the chairman asked him it would have been over now.

40559A. *Mr. Acworth.*—Are you prepared to give a date when the car was in the shops?—No. I have not got the information.

40559A. You know where you got it from?—Yes, but I am not going to verify it. I cannot give information on those points except I saw it.

40560. *Mr. Acworth.*—If you produce the man who says he saw the car.

40560A. *Chairman.*—It seems to me you are clearly entitled to what you ask?—(*Witness*).—The Board of Works have written to that effect at all events.

40561. I think so. Where you have a suspicion, even though probably there is no foundation for it, you ought to be able to go and verify it. With regard to these passes, do you say that passes are given that ought not to be given?—Yes. They are given largely to Pressmen, who only get single fare for return journey on big lines.

Allegations that passes are issued to representatives of the local Press to silence criticism.

40562. That is all right legitimately?—It is not done on other lines in the same way. It is given for the purpose of bribing some of the local papers into silence. You had Mr. Lawder before you. He wrote a letter to some of the papers, and it was inserted *verbatim* in one, but the other paper wrote to say "We have received a letter from Mr. Lawder; it is libellous, and we cannot insert it." Some of them think that anything a man writes about the railway is libellous. The provincial Press, I say, should get the same facilities here as on other lines, but a poor railway like this should not give more. It is liable to abuse.

40563. The manager lives in Leitrim or Cavan?—He lives at Ballinamore.

40564. Of course he would have pass-books?—Yes.

40565. And you could see who got the passes?—Yes.

A full list of the passes issued not obtainable by the auditors.

40566. You have not seen that return in Dublin?—No. The only passes we have seen in Dublin are a few that are issued.

40567. Those were all legitimate?—Yes, except these Press passes, and I don't draw a great deal of attention to them either.

Examined by Colonel Hutcheson Poe.

40568. You say the guarantors were induced to agree to the guarantee on the strength of a representation that they would never be taxed beyond 4*d.* in the pound?—Yes.

The representations made to the ratepayers when the guarantee was sought.

40569. That point has been made by other witnesses. The guarantee is on £195,000 at 5 per cent., of which the Treasury contribute 2 per cent.?—Yes.

40570. If you work that out it means an annual levy of £3,900 from the Treasury and £5,850 from the ratepayers?—Yes.

40571. If you go a little further, and look at the valuation of the areas charged, £32,000 in the case of Cavan and £64,000 in the case of Leitrim, you see that at 4*d.* in the pound Cavan would pay £500 a year and Leitrim £1,066. In other words, this rate would amount to less than £1,600, as against a total annual sum of £5,800, which you guaranteed?—Yes.

40572. Surely at the time they gave that guarantee they knew they were guaranteeing three per cent. on £195,000?—Yes, possibly.

40573. Therefore it is perfectly plain they could

* See Appendix No. 11.

Jan. 14, 1908.

Mr. Peter Gannon, Representative of Ballinamore Rural District Council.

Cavan and Leitrim Railway—*con.*

never be induced to believe that 4*d.* in the pound would meet the guarantee?—It was put roughly to them. They did not go into the figures in these days.

40574. It does not cover one-third of the guarantee. That shows that these representations could not have been seriously considered?—Yes, but they did not go into statistics in this way, but said that the rate would not exceed 3*d.* or 4*d.* in the pound, and it was promised to be self-paying.

40575. But you can see for yourself it is absurd?—That is plain.

40576. The Cavan and Leitrim line is one of those that work at a profit, and the baronial guarantee is reduced by about £1,000 a year?—Yes.

40577. You have not had occasion to ask for liberty to inspect the station books since the receipt of that letter from the Board of Works?—Yes. I applied since. Only a few days ago we had another resolution passed by the County Council.

Resolution of the Leitrim County Council regarding the claim of the auditor to inspect the station books.

40578. *Chairman.*—Here is a letter dated 15th November, 1907, from the Leitrim County Council—"I am directed by the County Council of Leitrim to forward you resolution passed unanimously at the meeting held on the 13th of November." Copy of resolution—"Proposed by Patrick Masterson and seconded by Patrick Gaffney, and resolved—That we think it absolutely necessary in pursuance of the instructions he has received from the Joint Committee of the Cavan and Leitrim Railway, that the baronial auditor, Mr. Gannon, should have full and complete access to all the books and documents at the several railway stations on the line, as well as in the central office in Dublin, for the due performance of his duties as baronial auditor. Copies of this to be sent to the auditor, to the Secretary of the Cavan and Leitrim Railway, and to the Board of Works."

Action of the railway company on the resolution.

40579. *Colonel Hutcheson Poë.*—Have you since the receipt of that letter from the Board of Works saying that you were entitled to have access to——?—(*Witness*)—My letter to Mr. Stewart dated the 23rd of December was—"Dear Sir,—I have received copy of the resolution passed at the meeting of the Leitrim County Council held on the 13th of November. As I am aware that a copy of same has been forwarded to you I shall be glad to know what order your board have made thereon, and if they have given the facilities sought for." The result was that Mr. Stewart merely replied that he had received the letter and that it would get consideration. That is all.

Mr. Stewart.—The matter was considered by my board and this is the reply they wrote to the Leitrim County Council. "I am directed by the board to send you below copy of the resolution passed unanimously in reply to the resolution passed by your Council on the 13th November." Copy resolution—"Proposed by Mr. Macrory, and seconded by Mr. Clements:—Resolved, that the Council be informed that the audit of the accounts is for the last year, and all the original papers connected with that year are sent by the said stations to the office in Dublin, and these have been produced to the auditor, and no original accounts of that year are at the stations but only the accounts connected with the current month, and these will come before the auditor next year in due course."

Free access to the station books still denied the auditor.

40579A. *Colonel Hutcheson Poë.*—In other words, the railway company don't admit the contention of the Board of Works' auditor.

40580. *Mr. Acworth.*—The Board of Works certainly support the contention that we have all agreed on.

40580A. *Chairman.*—If there is nothing behind it why should he not be allowed to inspect the books at the station.

40581. *Colonel Hutcheson Poë.*—I take it in view of that expression of opinion of the Board of Works and of the resolution of the County Councils and also of the construction of the actual Order in Council, which, as Mr. Acworth points out, provides for the railway company producing all books when and as required, that the auditor will be entitled, if he thinks fit, to go to every station on the line in future.

Mr. Croker Barrington, Solicitor.—Mr. Stewart went with this letter to the Board of Works and they said the construction put on it was not that Mr. Gannon had the right to go to the stations, but that the station books and so on should be given to him without any impediment; and he says himself he went to the Board of Works.

40581A. *Chairman.*—If there is nothing to conceal at the station why on earth should not Mr. Gannon go?

Mr. Croker Barrington, Solicitor.—I don't represent the Cavan and Leitrim line. There may be many things with which I am not acquainted, and it may be suggested that Mr. Gannon is travelling outside the scope of his duties as auditor.

40582. *Mr. Acworth.*—The auditor in England can go where he likes.

40582A. *Chairman.*—I think these poor ratepayers who pay so much per annum, if they have a doubt, are entitled to have that doubt cleared up?—(*Witness*)—Not only that, but we hold the universal belief in the country that it is the management of the railway that is responsible for everything.

40583. *Colonel Hutcheson Poë.*—I should have thought that the interest of the railway company itself would have dictated that if there was any suspicion the sooner it was cleared up the better?—(*Witness*)—The connection between the railway company and the Arigna company is such that you cannot expect men to tax themselves. There may be many things in which the railway company do not want us to interfere with their accounts. It is not so much the accounts we want to see as the omission of accounts.

40583A. How many years have you been baronial auditor?—Twelve months.

40584. Are you aware whether any former baronial auditor, or the Cavan auditor at any time when giving his certificates to the County Councils or to the Board of Works, made any representation to the effect that he was not satisfied with the way in which the accounts were presented, or that there were certain items which did not appear to be satisfactory?—I don't wish to go very far into that, but it is only necessary to show how far the people have been fooled. In Leitrim I find that the last auditor—he is since dead—the only checking he did was simply to sign his name. It was written overhead that the accounts were signed and found correct. Even the abstract was not written by the auditor himself—nothing but his own signature. That was all he did for his money.

40584A. Was that the Leitrim auditor?—Leitrim and Cavan. There was only one auditor before.

40585. Can you say why the Leitrim County Council rejected that grant of £24,000?—It was simply owing to the sordidness of the mining company on the one hand and the mismanagement of the railway on the other.

40586. It is one of the few light railways worked at a profit. All the others are worked at a loss and entail a much heavier guarantee?—We are merely a connecting link between two railways. We are placed in a good position, in a fairly populous district, with a good cattle trade. The railway would pay only for mismanagement.

40587. It seems to me that the reason the Leitrim County Council rejected the offer of the money was because of the Arigna Company, and that sooner than see their own line benefited by the traffic which would have gone over it, they cut off their nose to spite their face?—That is not right.

40588. It must have benefited your line?—I could not say that. Twelve or fifteen years ago there were several mine owners in the district and coal was then 50 per cent. cheaper than now. The increase in the price of Arigna coal has been in proportion to the monopoly of the company. If you give them a further monopoly by making the railway up to the pit's mouth, what would you get? As far as we see the price of the coal would go up still further.

Colonel Hutcheson Poë.—I presume you could have made your own conditions with the Arigna Company as to what they should have done in return for the grant.

Mr. Acworth.—If this gentleman comes to Dublin to inspect the accounts it probably means an absence of three days from home, and if he came monthly do you appreciate you are asking him to give thirty-six days to the auditing of the accounts?

Mr. Croker Barrington, Solicitor.—He could not do the work anywhere but in Dublin.

Mr. Acworth.—He clearly won't be paid on the basis of having the thing made as inconvenient and expensive as possible. Do you think anyone would contemplate anything so ridiculous as having to follow the books up to Dublin? I never heard anything so ridiculous.

Witness.—If I ask for a pass to come to Dublin it is refused. They give me one pass in the year as representative of the whole taxable area in Leitrim.

The Commission adjourned till the following morning at 11 *o'clock.*

SIXTY-SIXTH PUBLIC SITTING.—WEDNESDAY, JANUARY 15TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Right Hon. LORD PIRRIE, P.C. (in the chair); Sir HERBERT JEKYLL, K.C.M.G.; Colonel WILLIAM HUTCHESON POË, C.B.; Mr. THOMAS SEXTON; and Mr. W. M. ACWORTH;

Mr. GEORGE E. SHANAHAN, Secretary.

Mr. J. P. RAFFERTY examined by LORD PIRRIE (*in the Chair*).

Jan. 15, 1908.

Mr. J. P. Rafferty, ex-Flax and Seed Merchant, Monaghan.

40589. Mr. Rafferty, are you a merchant in Monaghan?—I was, sir.

40590. Then you have retired from business?—Yes, sir.

40591. What was your business?—General business. I was an agent—commission business.

40592. Commission business, but principally in flax and seed?—Flax and seed.

40593. Had you also to do with other things?—Everything in connection with farmers.

40594. Everything in connection with farmers. Well, now, what have you got to complain of?—From a trader's point of view, I believe the word is "complaint," as far as the railways are concerned, and especially as far as agriculture is concerned.

40595. You mean the rates or want of accommodation?—No, not want of accommodation, or infrequently of that, but the want of any come and go on behalf of the railway company. If there is opposition they will meeet you, but if there is none it is the point of the bayonet.

40596. Have you any specific point that you can put before us?—All these I have made out here. Just to show how rates are managed in the North of Ireland, where the railway company comes into connection and competition with the canal, from Monaghan to Belfast is fifty-two miles, and the rate for grass seed is 6*s.* a ton.

40597. Is that a special rate or a rate that is in the rate-book?—It is a special rate, I believe. But if a farmer came to these people and asked them to take his lot of grass seed they would not take it at that rate.

40598. Do you know what the railway rate in the rate-book is from Monaghan to Belfast?—I do not, sir.

40599. That is the special rate which you know was in existence?—And is in existence to-day, as I have proof here before me in some receipts from the railway company.

40600. You have the receipts. Well, now, have you any other question like Monaghan to Lurgan?—From Monaghan to Armagh—it is only sixteen miles as against fifty-two in the other journey, and the rate is 7*s.* 11*d.*

40601. Is that, again, a special rate or the ordinary rate?—The ordinary rate. Monaghan to Lurgan is thirty-two miles against fifty-two, and the rate is 12*s.* 10*d.* In regard to that I want to say something. I called at Lurgan station one day, and asked the controller of traffic there what the rate on grass seed was. He said 12*s.* 10*d.* I was fishing at the time. I told him——

40602. You were fishing for information?—Yes. I said I wanted to send a ten-ton lot. He said, "Just wait till I see Mr. Gamble; I will call him up on the telephone," and then the concession was made of 7*s.* 6*d.* "Now," said I, "I want to give this information to the Railway Commission. Perhaps you would want to make it lower."

40603. That was from Monaghan to Lurgan or from Lurgan to Monaghan?—Monaghan to Lurgan. He said, "If I had known that I would not have given any information. I thought you meant to do business." I said, "Six shillings is the rate from Monaghan to Belfast, and it should be less from Lurgan, which is only 32 miles of the journey." He said, "That is none of our business."

40604. Yes, but you are a clear business man; could not you look up the rate-book for yourself in the Lurgan station?—There is no necessity for the rate-book as far as an ordinary customer is concerned. Every customer, surely you know, having such a long experience in Monaghan, that every customer has a right to see the rate-book, and see for himself the actual rate that everybody must be charged, and if they do give a low rate it must be actually written in the book?—I say there is no possible access to such a book, and that there is preferential treatment.

Comparison of rates for grass seeds Monaghan to Belfast and Lurgan.

40605. Have you ever asked for that book—have you ever gone personally or sent your clerk or manager, and asked for the book, and been refused it?—I cannot say, but I have asked the ordinary rate, and been told what it was. I know if I wanted to send stuff from Monaghan to any place ten miles down the line, they look up the rate-book, and tell me what it is.

40606. You are sure of this rate of 12*s.* 10*d.*, and that they were prepared to give a special rate of 7*s.* 6*d.*?—Yes.

Effect of canal competition.

40607. I take it, from your evidence, that where they have the opposition of the canal the rates are lower?—The rates are lower.

Equal mileage rates between all stations advocated.

40608. And then do I understand what you complain of is that you consider if the canal is there your rates should be equal all over in proportion to the mileage?—That is my contention, that if the railway company find it possible to pay a 6½ per cent. dividend, especially the Great Northern Railway, in a competitive way, that in like fashion they should make that an equitable rate to every station.

40609. That is your contention?—That is my contention. Before I leave that I want to bring under your notice the rate on this article from Belfast to Monaghan.

Complaint as to disparity in grass seed rates, Belfast to Monaghan and Monaghan to Belfast.

40610. Belfast to Monaghan?—Belfast to Monaghan they make it 14*s.* 2*d.*

40611. You mean on grass seed?—Grass seed from Belfast to Monaghan is 14*s.* 2*d.*

40612. And it is only 6*s.* from Monaghan to Belfast?—Yes, sir.

40613. That is helping the export trade, is not it?—I do not know. I believe it is a burden on the farmer who has to keep up all business in the North of Ireland.

40614. Are you right in thinking that Belfast to Monaghan is charged 14*s.* 2*d.*, and the same article from Monaghan to Belfast is 6*s.*?—Yes.

40615. And you consider the rate should be the same both ways?—I think it should be the same, and every rate should be fixed. If 6*s.* is a fair rate from Monaghan to Belfast a proportionate fair rate should be established from every other station.

Mr. Croker Barrington, Solicitor.—Would you ask, Lord Pirrie, is there, as a matter of fact, any grass seed from Belfast to Monaghan?

Lord Pirrie.—I have got a bill in my hand.

Mr. Croker Barrington, Solicitor.—Is there any grass seed traffic there?

40616. *Lord Pirrie.*—Here is the bill?—I have got the answer to that.

The flax-growing industry.

40617. Have you anything to say about flax?—In connection with the flax traffic there has been an endeavour by the Agricultural Department to start the industry of flax-growing in the County Mayo. Two or three years ago—and every year—I have gone there

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Mr. J. P. Rafferty, ex-Flax and Seed Merchant, Monaghan.

myself until last year, and we have endeavoured to get a rate from Ballina to Monaghan or from Ballina to any place, except the two places I have mentioned

40618. Ballina is a central place where you are growing or trying to grow flax?—There is an annual market there under the control or direction of the Agricultural Board. I found out that the rate on flax from Ballina to Monaghan was 39*s.* 2*d.*, and I found out that in the same market there was a representative from Hilden.

Excessive rate for flax, Ballina to Monaghan with the rate Ballina to Sion Mills.

40619. Is that Mr. Barbour's?—Mr. Barbour's, and another representative from Sion Mills, Messrs. Herdman, and their rates were 25*s.* I want to make a change in the evidence. I have given 23*s.* 4*d.* as the rate to Sion Mills.

40620. And the distance there is fifty miles more?—Fifty miles further.

40621. *Colonel Hutcheson Poë.*—What is the distance from Ballina to Monaghan?—I should say about 180 miles.

40621A. Is that right, Mr. Barrington, 180 miles?

Mr. Croker Barrington, Solicitor.—We will get it.

40622. *Lord Pirrie.*—His evidence is that it is fifty miles further than to Monaghan, and the rate is 23*s.* 4*d.* against the rate of 39*s.* 2*d.* to Monaghan?—Yes.

40623. Therefore Monaghan is handicapped to the extent of 16*s.*?—Yes. The whole thing comes to this, that if we wanted to start an industry to-morrow in Monaghan in connection with the flax business we must make the business before we get the concession, and that is the contention of the railway company throughout.

40624. That rate that you have got of 23*s.* 4*d.* from Ballina to Sion Mills is from the Midland Great Western. Does it come over the Great Northern?—It is about an equal division over the Great Northern and the Midland.

40625. I think that is very clear?—Before I leave I would like to bring under your notice another rate——

40626. Just one minute before you go to that. You consider that 23*s.* 4*d.* to Sion Mills is a fair rate?—Fair rate.

40627. And reasonable?—And a reasonable rate.

Necessity for a reduction in the rate from Ballina to Monaghan.

40628. And you would be satisfied with the same rate to Monaghan?—Quite so.

40629. Do you consider it would increase the industries of Monaghan if you had it—that it would help to develop them?—It would give an encouragement to start the industry, because there is no industry at present.

40630. At present you have no mills?—None.

40631. If you got a rate you think you might get them?—Yes.

40632. What is the other question?—From Irvinestown, which is in County Fermanagh, to Glasgow is 22*s.* 6*d.*, from Irvinestown to Monaghan is 14*s.*, and from Monaghan to Belfast is 12*s.* 3*d.*, and from Belfast I have not inquired. But if you tot those up they come to about twice as much as 22*s.* 6*d.*

40633. And the information you got was direct from the railway company? (*No answer, but the witness handed in a card.*)

40634. These are in lots of what? Three-ton lots and upwards?—Yes.

Further instances of excessive rates for flax.

40635. What we have been speaking of, to Hilden?—I do not think it has any reference to Hilden.

40636. To Sion Mills is three tons?—Yes.

40637. It is three tons to Hilden?—In that same market, which is the annual market that the representatives of Barbour's and Sion Mills attended, their consignments would be only about a quarter of what my personal consignment was in the same way.

40638. You mean they have larger quantity?—A quarter of the amount that I had to consign.

Traffic conveyed from Ballina to Cork *via* Glasgow more cheaply than by direct rail.

40639. In other words, you had the largest amount?—They have only a requirement for a certain article. I represent, as commission agent, several spinners. I wanted to send that day flax to Cork, and I found that the only possible way to send flax to Cork from Ballina was to send it to Glasgow, and re-book to Cork, which took something like about fourteen days.

Alleged preferential treatment of certain traders by the Gt. N. Ry. Co.

40640. Is your contention that the railway companies give facilities to certain traders and not others?—That is my contention, and my suggestion is that if it is possible for the Great Northern Railway to pay 6½ per cent. dividend, giving these special rates to special customers, that it is possible to give that rate equitable from all stations over the line.

40641. You do not object to the 6½ or even 7 per cent. provided they give low freights?—I do not believe that they have any right to pay 6½ per cent., because they have been given the power to ply for the traffic, and it should be for the development of the country, and not for the aggrandisement of finances.

40642. You have given us a great deal of information about grass seed and flax of which you know. Have you anything to say about turnips?—I have here a personal connection about turnips. I think it is about two years ago that I asked the Great Northern Railway to make a special rate for turnips from Monaghan to Ballyshannon in wagon lots, and at the same time said to them that a large business could be done. There was an abundant crop of turnips in that year in the County of Monaghan, and turnips were selling at a rate of 3½*d.* to 4*d.* per cwt.

40643. 3½*d.* per cwt.—that seems very low?—Yes.

40644. Is that exceptionally low?—It was low this year, because there was a very abundant crop, and there was nothing for them but to pitch them behind the ditch, and make manure of the stuff, unless there was some way to use them. I said to the agent of the Great Northern at Monaghan that I could do a large business if a proper rate were made. They said the rate was 8*s.* 6*d.*, and after many letters it resulted in a rate being made of 7*s.* 6*d.* That was a colossal concession. However, that really meant a large amount; I have made it out—28 per cent. over the cost of the article.

40645. I thought you exceeded the cost; I did not think turnips could be put on a wagon at 7*s.*?—I am absolutely positive of this, sir, that turnips in that very year were buried behind the ditches by farmers in the County Monaghan. I saw this myself.

40646. That is very distressing, and you blame the want of facilities?—The railway company. That say you must show a traffic before they will make a rate.

40647. Have you anything in writing from them to that effect, or is it merely verbal statement?—That is absolutely from the goods manager, Mr. Gamble.

40648. That you must make a trade before they will give a rate?—I do not know that they said that exactly. I would not go so far that they said that on paper, but the statement is made—"No traffic heretofore in this commodity to cause them to make a further reduction in this rate."

40649. You did not make them an offer—if they carried fifty tons so much, 200 tons so much, and 600 tons so much?—I said in the first consignment there would be a ten-ton lot, and I believed it could be developed into perhaps as many hundred tons.

40650. You did?—Yes.

40651. Have you anything to say about cheese?—Excuse me, before I leave the question of turnips. This year there is a very abundant crop of hay, and, I believe——

40652. Hay and turnips. You said you wanted to keep to turnips?—It is just in connection with that, because it is a cheap commodity. Hay at present is selling about 25*s.* to 30*s.* a ton in County Monaghan, and is unsaleable at that in quantity. There is an export trade possible in that commodity.

40653. I should think there is?—And the railway company sticks out for its price. They won't do any business.

40654. At such an exorbitant rate that you cannot send it to Belfast?—That it stopped the trade in it.

40655. What is the rate? Have you a rate from Monaghan to Belfast?—I have no idea of what the rate would be. I know that they could assist the traffic very largely, and the clearance of a super-abundant crop.

40656. We will go to the question of cheese?—Cheese is absolutely an unknown quantity in Monaghan. It is only what I heard from one of the traders.

40657. Then we will leave it if you have only heard of it?—I have the figures. 2 cwt. 3 qrs. 12 lbs. of cheese from Cork to Monaghan was charged at 7*s.*, which comes to 50*s.* a ton. The freight from New York to Monaghan would be 26*s.* 6*d.*

40658. From New York to Monaghan, railway and steamer and all, in the same quantities?—In quantity.

40659. If you brought large quantities from Cork would they not give a reduced rate?—Exactly what I said. You want to make a trade before they will make a rate.

40660. You think they should have a rate for any quantity?—A published rate is my contention.

40661. You have admitted that you did not go to look at the rate-book. They may have a special rate?—I know that a farmer went and booked a lot of grass seed from Monaghan to Belfast, a small lot, and it was charged at 12*s.*

40662. Well, now, we have got through a certain amount of goods. Have you anything to say about the passenger train service?—The train service connection at Monaghan——

40663. Take Cavan, for example?—Monaghan and Cavan: in the abstract of evidence the whole answer is in the statement that a passenger from Enniskillen to Mullingar, or, for that matter, from Monaghan to Mullingar, cannot return in the same day.

40664. He has to spend the night in Mullingar?—From the way the one company has its train departing five or ten minutes before the other train is due to arrive.

40665. Have you any note of the actual time?—From Cavan to Belfast a train arrives at 10.20, and I know the next departing train from Cavan is 1.45, and the next arrivnig train is 3.20, and the next departing train is 5.0. I may say I know positively there is a train between those times.

40666. So that they could go by it?—Yes.

40667. Well, now, have you anything to say about the summer train?—There is a train going on to the Ballyshannon and Donegal line. There is a train arrives from Belfast and Ballyshannon at 2 o'clock, and there is no connection with that train at all until about 5.40 in the evening.

40668. You have to wait from 2 o'clock till 5 o'clock?—Yes; admiring the scenery, sir.

40669. Broadly speaking, you consider the train service is not made to suit the people?—That is my contention.

40670. And that each line should be compelled to try and make their arrivals suit the departure of the other train?—That is my contention. In that connection there is a side line——

40671. Can you make it clearer?—I will. There is a side line in Monaghan in connection with Carrickmacross, twenty-two miles distant from the county town of Monaghan. A train leaves Monaghan at 9.50 in the morning, and arrives forty minutes later in Carrickmacross than it does in Dublin. It takes longer to get to Carrickmacross than it does to Dublin. That is 1 cwt. of coal saved to the Great Northern Railway Company, hence the 6½ per cent.

40672. This 6½ per cent. seems to be on your mind?—It gets on my nerves.

40673. If they gave the accommodation I would not object if they doubled that. Do you want to put anything in evidence in regard to parcels—take Monaghan to Dublin?—20 lbs., Monaghan to Dublin, costs 4*d.* Monaghan to Cavan, which is twenty-six miles, costs 6d.

40674. Therefore, it is 2*d.* more for, how much more distance?—120 miles less.

40675. You think that is the way to interfere with the welfare of the farmers?—I do, sir.

40676. And the railway companies would be assisting themselves by giving reduced rates, in accordance with the mileage. You do not object to the rate to Dublin?—I do not.

40677. You consider it fair?—Yes.

40678. You consider they should be all in proportion?—Yes.

40679. That is what I want?—From Donegal to Bundoran, 14 lbs. costs 1*s.* 3*d.*, and from Leeds to Bundoran, 17 lbs. costs 1*s.* 1*d.* You can bring in a foreign article to compete with the Donegal—a Scotch shoddy tweed to compete with the Donegal tweed.

40680. Have you ever brought this before the directors of the railway company?—You might as well try to——

40681. That is not an answer to my question, Mr. Rafferty. Have you ever gone to the trouble to go to one of the directors?—You get the stereotyped answer: "We received your letter of such a date, and the matter will have the attention of our directors."

40682. Then I take it you have put it before them?—Not just that particular case.

40683. But do not you think a case like that looks on the face of it that if you had put it before them the directors might have considered it with advantage to themselves? Do not you think a railway company can be very materially assisted by the traders putting before them such extreme cases as a rate of 17 lbs. from Leeds to Bundoran 1*s.* 1*d.*, whereas, in the other case, 14 lbs. from Donegal to Bundoran is 1*s.* 3*d.*?—They might; but they seem—that side of their brain seems to be——

Complaint as to inefficient postal service with Bundoran and Ballyshannon.

40684. What about the postal service? Have you a good postal service in Monaghan?—Not in Monaghan, but in the counties of Tyrone, Fermanagh, and Donegal, for thirty miles immediately beside the railway line, and touching seven villages and many rural post offices, a double-horse vehicle carries the post—a very anomalistic procedure in the 20th century—but the Great Northern Railway Company holds out for its prohibitive price in the eyes of the Postmaster-General, and the result is that the users of the postal service are seriously inconvenienced through waste of time, the morning mail deliveries not being made in the towns of Ballyshannon and Bundoran until ten and eleven o'clock; and frequently storms have caused this, the usual delivery, to be postponed till an advanced hour in the afternoon. It is impossible to send a postal reply by the first post on the day of receipt of a letter, or catch the outgoing train from Bundoran.

Suggested amplification of Postmaster-General's powers as to use of trains for mails purposes.

40685. Do you consider that the postal authorities should have a right to send letters by every train at a very moderate rate when the railway companies have got a monopoly of the district?—My contention is that the postal service, being for the benefit of the people, the Government that has given these companies power to ply for traffic should have absolute right to use the railway, and compel the railway company to use their service to convenience the people of the district.

40685A. I think that you might leave it there.

Mr. Croker Barrington, Solicitor.—They have that power. The Postmaster-General has that power.

40686. *Lord Pirrie.*—He evidently does not know. I agree with you. He considers that they should do it; and now the question arises, why does the Post Office not make use of it.

Mr. Croker Barrington, Solicitor.—He does; I was only mentioning that he had the power.

40686A. *Lord Pirrie.*—I do not think, Mr. Barrington, that the farmers know the powers that the railways have, as they do not seem to know their own powers.

Mr. Croker Barrington, Solicitor.—And they do not know the power the Postmaster-General has. They do not know about rate books and things.

40687. *Lord Pirrie.*—They do not seem to know. Your view is that the Department of Agriculture and Technical Instruction have done and are doing——?—Have not done, in my opinion.

40688. You do not think they have done anything to improve the existing state of affairs?—I have seen no trace of their work.

Ineffective intervention of the Department of Agriculture to assist traders.

40689. Broadly speaking, in Monaghan?—Neither Monaghan nor any other place I have touched—I do not believe the Department of Agriculture have, what I may say, forced the hand of the railway company in any way.

40690. Used their influence in making the rates suit the traders—is that what you would mean to convey?—I do not believe any action of theirs has been vigorous enough to bring about any result.

40691. And you have got a great deal of experience of traffic?—I have.

40692. From your evidence, you evidently do not consider the railway companies, as at present run in Ireland, are run for the benefit of the trader. What would you suggest? Have you any suggestion in your mind as regards how the traders could be assisted?—I believe the railway companies should at once become State-owned, and that instead of the country being bled by excessive rates, that the State——

Nationalisation of the railways advocated.

40693. You mean the Irish people should own the railways?—The Irish people themselves should own the railways. A question might be raised that there is not sufficient money to buy the railways.

40694. You mean sufficient with British credit?—That the present state of——

Suggested scheme.

40695. The Money Market?—The Money Market and the Consol value are all difficulties in connection with railway purchase. My idea is that, first of all, to stop the competitive dividend-paying powers of the railways, limit them to pay equal to the results on Consols. Having arrived at that, I believe that two

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and a half millions sterling, which a previous Commission has found to be in excess collected over expenditure—that that for twelve years' period would buy out the total railway system of Ireland at thirty-six millions sterling—buy it out piecemeal.

40696. Your idea is that two and a half millions is taken from us, and should be given back, and the railways handed over to Ireland free of cost?—If they do not want to make restitution for the amount of money that they have taken—that their own appointed Commission have found they have taken—they should at once, I believe, put this fund that is so derived to purchase out the railways piecemeal if they cannot do it in bulk.

Financial arrangements for State purchase.

40697. You would like to see it done at once, and as quickly as possible, for the benefit of Ireland, and you consider that it is the most beneficial thing that could be done in the interests and the welfare of the Irish people?—I would like to leave it there.

Examined by Sir HERBERT JEKYLL.

Effect of canal competition on railway rates.

40698. Mr. Rafferty, you gave an instance of a rate between Monaghan and Belfast of grass seed, 6*s.* in one direction and something considerably more in the other—do you know of any other cases of that kind where the rate is different in the two directions?—On the same basis, where the railway company and canal company are concerned.

40699. My point is that between two points, A and B, there appears to be, in one instance, a rate different in the one direction from the other, for the same two stations?—Yes.

40700. Do you know of many instances of that kind?—In every place in touch along the Great Northern Railway Company, where the railway company is in direct opposition to the canal, and the canal in direct opposition to the railway company, the same thing occurs.

40701. How does the canal competition affect it? What influence has it, as it appears to be the same in both directions?—No. The canal freight must be a boat load.

40702. Oh?—The smaller quantities would be treated alike with the canal company. In that connection a thing occurs to me which I think I should bring before this Commission. On the 25th March, in the year 1907, a consignment from Newry to merchants in Monaghan, 13 cwt., was charged 11*s.* 3*d.*, as against 5*s.* 6*d.* from Monaghan to Newry.

Disparity in the rates for agricultural seeds, Newry to Monaghan and Monaghan to Newry.

40703. *Mr. Croker Barrington, Solicitor.*—What goods?—Seeds. But the railway company tried to square the difficulty—which would seem to be a difficulty—the railway company say that the rate was 6 cwt., instead of 13 cwt., in order to qualify the rate.

40704. *Sir Herbert Jekyll.*—Did you verify the rate in the rate book?—No, sir. There are the particulars. (*Handing in a railway account.*)

40705. You did not examine the rate books at Newry or Monaghan to see if the rates were in it?—I think it could be found out—we might ask some of the railway representatives here to produce the rate, and supply it from Newry to Monaghan. They will find that right.

Examined by Colonel HUTCHESON POË.

40706. I suppose you are aware that the answer of the railway companies as to the lower charges for grass seed, to begin with, to Newry and Belfast, is owing to the fact that if it did not go by rail it would go by sea, and that the water competition, of course, influences the railway rate. They are obliged, in order to prevent all the flax seed and grass seed going into Belfast and Newry by sea—they are obliged to give a special rate in order to get some of the traffic?—I beg your pardon, I have not followed you.

Effect of water competition on railway rates.

40707. You compared the rate for grass seed from Monaghan to Belfast with the rate from Monaghan to Lurgan, and similarly, the rate from Monaghan to Newry with that from Monaghan to Lurgan. Now Newry and Belfast are on the sea—Belfast is on the sea, and Newry in immediate connection by a river, is not it? And if the railway company did not charge a low rate the grass seed would probably get into Newry and Belfast by sea, and the railway would get none of the traffic?—Yes. That is in connection with the traffic from Monaghan or from inland districts, but to Lurgan——

40708. Of course, it does not affect Lurgan. It has no water competition, and, therefore, the railway has got a monopoly; but where there is any rival—sea or canal competition—the railway is obliged, in its own interest, to charge a lower rate?—Yes; and if it is possible, wipe out the canal as a competitor.

40709. I do not think it bears in Lurgan. I have taken the trouble to go into the maximum rates for terminals and for conveyance of grass seed from Monaghan to Lurgan, a distance of thirty-two miles. I understand you to say that the rate was 12*s.* 10*d.*?—I have never done any business with it.

40710. Have any of your colleagues done it?—I know that one of the merchants is compelled to store his grass seed that he buys in small quantities on the premises of the canal company, there to wait for sufficient to make a boat load.

40711. Of your own knowledge, you are not aware that such a rate as 12*s.* 10*d.* has ever been put into operation?—Oh, yes.

40712. On the railway, for grass seed—because if it has it is above the maximum?—It is the amount that has been quoted by the agent at Lurgan.

40713. If you take the trouble to work it out, grass seed comes under Class 2, and the maximum terminals are 4*s.* 8*d.*, and the maximum conveyance rate for thirty-three miles is 6*s.* 9½*d.*, which works out at a maximum, supposing the railway charges the full amounts for terminals and conveyance, of 11*s.* 5½*d.*; against that you tell me that some traders have been charged 12*s.* 10*d.*, and if that is the case it is 1*s.* 6*d.* in excess of the maximum?—That is the amount that was quoted to me personally by the chief agent at Lurgan.

40714. We have it. That is your evidence, and, of course, the railway companies will answer it. I only wish to point out that it is in excess?—I think all rates should be published.

40715. I took the trouble to go into the flax figures. I do not not know whether it was carried in Class I or in Class 2?—I do not know the classification.

40716. Under Class 1, the minimum is 6 cwt., and Class 2 it is smaller; but, assuming it is Class 2, from Ballina to Monaghan, a distance of 179 miles, the maximum rate, including terminals, works out at 33*s.* 5*d.*, and you tell me that the rate in operation is 39*s.* 2*d.*?—That is how I found the rate, from the Great Northern themselves and the other railway company (*handing in memorandum*).

40717. "I am in receipt of yours of 23rd inst., and in reply, beg to inform you that the rate for flax from Ballina" (that would be probably Class 1) "to Cavan is 27*s.* 10*d.*"?—That railway company did not take it any further.

40718. What is the 11*s.* 4*d.*?—Cavan to Monaghan.

40719. That would be 39*s.* 2*d.*?—Yes.

40720. The maximum is 30*s.* under Class 1, and 33*s.* 5*d.* under Class 2, so that if 39*s.* 2*d.* is charged it is in excess, 6*s.* in the one case and 9*s.* in the other?—That is where the inequity of the whole proceeding is. There should be a public rate.

40721. The railway companies will have something to say, but according to that they have exceeded their powers to a considerable extent. I come to the question of turnips. You say that a large business could be done if the railway company would be prepared to meet you?—That is so.

40722. Would you consider 7*s.* 6*d.* a very heavy rate?—What is the value of a ton of turnips?—The value of a ton of turnips would be 5*s.* 10*d.* in that year. At present it would be 11*s.* in Co. Monaghan and Co. Tyrone.

40723. What is the distance, have you any idea, from Monaghan to Ballyshannon—sixty miles, I suppose?—Sixty-three miles.

40724. I took it at sixty miles and the maximum rate would be 11*s.*, so that in that case the railway companies were making a concession of about 4*s.* That would be the charge for sixty miles, 11*s.*, but, at any rate you think that the disposition they showed when the price was so very low, practically doubling the cost, which was prohibitive, showed a lack of enterprise, and was very much against the interests of the Great Northern Railway Company itself?—Quite so.

40725. I suppose your contention would be that if the railways were taken over, unified, or put under some central authority, that you would hope, at any rate, that that want of enterprise would be diminished?—I should hope so.

40726. I notice you speak of being put under State control. Do I understand you to mean administered by a Department of the Imperial Government or have

you any other means in your mind?—The immediate Government has not occurred to me outside the Imperial Government, because it is not present, but I should very much like to have the Government under Irish control.

40727. We have had a good deal of evidence, some in favour of State purchase and State administration, and more in favour of Irish authority. That is the point I wish to ask you. I wished to get it from you, in your own words, whether your idea was in favour of State control, which is, of course, under the Imperial Parliament, or assuming the railways were put under some central organisation that they should be administered by an Irish authority?—Certainly, an Irish authority.

40728. You think it would be preferable to State control?—Preferably, from an Irishman's point of view.

40729. Of course, though you may object to the Great Northern Railway Company paying such a dividend as they now do, I presume that in such a case as you contemplate—that is, the unification of railways—you would not entertain the idea of the shareholders in these companies being inequitably treated—shareholders who have put their money into them as commercial undertakings, which, under existing circumstances, must do their best for the shareholders, and I suppose if they should be amalgamated, or any alteration made, no injustice should be done to any class of shareholder. I do not take it that you would approve of it?—In a fashion, no. In a way, I suppose, that all shares are a gamble. To-day, when we are sitting here, and the Great Northern Railway is paying 6½ per cent., there might be ten accidents that might wipe out the whole company.

40730. Quite so. On the other hand, where a railway, such as the Great Northern Railway, has been paying a dividend of 6 per cent. or 6½ per cent. for ten or fifteen years, it would be manifestly very unfair that in the event of that railway changing hands, that the shareholders in it should be mulcted?—I believe it is the district that has been mulcted—in the minds of many that has been the case.

40731. I only hoped I would get you to agree that in any arrangement no injustice should be done to any class of shareholders?—So would the landlords have said that no injustice should be done to them, but the law stepped in and the rates were reduced.

40732. Railway shareholders are not confined to landlords?—It is the same principle.

40733. The large majority of the shareholders are very small people, who would suffer very heavy loss if the railways were taken over on the basis of 3½ per cent.?—Yes, let them put their money into Consols, and make it easy for the country to get the money, and the thing is all right. Before I go further might I mention between Monaghan and Dublin.

40734. *Lord Pirrie.*—Yes?—There is no train arriving in Dublin from Monaghan, a country town only something like eighty-nine miles distant from Dublin, before 1 p.m. There is a train from Clones at 7.10, and there is a train from Armagh at 7.40. We are the unhappy medium. Now, a luggage train passes Monaghan, going to Clones, at the hour of 7.30, and at one time this train was run in connection with the Dublin departing train from Clones at about 7.10. This train, I might say, more often missed than caught the supposed connection. I, myself, have been left behind. No mid-day train except a train leaving at 3 o'clock to Dublin, which arrives here about 6.20, or after that, and it necessitates to travel by limited mail, second-class and excess of 2*s.* 6*d.* on the journey from Dublin.

40735. To Monaghan?—From Monaghan to Dublin. What I would like to suggest—Why not run the train leaving Clones at 7.40 so as to connect with the 8.3 departing train at Portadown.

40736. I do not think the amount of detail is much use. You have already given your opinion that you do not think the railway companies facilitated the traveller. The question is one of the things that will come up later on when the railway companies give evidence?—Could we not bring about an earlier solution of the question by putting this before the Commission?

40737. They hear what you are saying, and they, probably might do it. It is just one of the facilities.

40738. *Mr. Sexton.*—He has stated a grievance, and I think he was about to suggest a remedy?—Yes.

40739. *Lord Pirrie.*—Finish it?—An earlier train leaving Clones to connect with the 8.3 from Portadown would remedy it as far as possible. If not go the other way and connect with the early train that leaves Monaghan at 7.30, going West. You have another train going East. There are three trains that stop at Armagh, and do not come on to Monaghan. It is inequitable treatment.

40740. *Mr. Sexton.*—Have you said what you wish to say?—Yes.

Examined by Mr. Sexton.

The right of the public to examine railway rate-books.

40741. Witnesses here are often asked whether they have examined the rate-books. Do traders in Ireland really know they have any right to examine the rate books?—I never knew it till to-day, and I thought I was rather a keen business man.

40742. By law the consignor has the right to demand the rate-book at the station of departure. Have the railway companies taken any steps to make the public aware that they have any right to examine the rate-books?—No, sir. None that I know of; but excuse me——

40743. If public measures had been taken to this end you would know of them?—Yes.

Futility of seeking redress from the railway companies.

40744. It is often asked whether a grievance stated in evidence has been put before the directors. But if traders have, again and again, asked concessions unavailingly from managers, it is to be presumed that the directors were not left in ignorance of what had been asked?—The only presumption, sir.

40745. Then, even when the directors have been directly approached, your evidence is that the result is merely a form of acknowledgment, followed by no substantial act?—Quite so.

Alleged failure of the railway companies to foster industries.

40746. Another argument advanced is that when a grievance has been alleged it is asked—"Is it really to the interest of the railways to refuse a concession in this case." Your evidence is that they do not always act in their own interests?—Quite so.

40747. In fact, I understand you to say that they lay it down as a principle that you must first make the business in order to get the concession?—It is exactly what I want to get at.

40748. Is not that principle directly contrary to the actual line of advance throughout the world—must you not get the concession in order to develop the business?—That is exactly what stops development of business in many cases. The railway companies are the first power against its advance.

Their action opposed to their own interests.

40749. Therefore, when doubt is thrown on the existence of a grievance on the ground that it is not the interest of the railway companies to permit that grievance to continue, we find that they actually lay down the principle that traders must make the business first in order to get the concession, whilst in the case of Ireland we know—it is obvious—that business, and especially new industries, cannot be developed unless the concession is first made?—Sympathetic concession should be made, in order to encourage.

40750. It seems from their own principle that the railway companies do not act in their own interests?—They do not. I am positive of that.

40751. Now, is Ireland suited to the production of flax?—Very much so, sir.

Suitability of the climate of Ireland for flax growing.

40752. The country is very well suited to grow flax?—There is no doubt about it, that the flax that is grown in Ireland is the best quality that the world produces, when carefully treated.

40753. Both the soil and the climate are particularly suitable?—Quite so.

40754. What then is the reason that so much flax is imported?—There is not enough grown in Ireland—it is not the tithe.

Effect of railway rates on the industry.

40755. Why not? Do the railway rates prevent the growth of it?—Well, I would not go so far as that.

40756. Do they tend to restrict the growth of it?—It is a high-priced commodity, and I do not say the railway companies do.

Extent of the flax imports.

40757. It is very valuable, and so much the more desirous the farmers should be to produce it. What is the reason, then, that the imports of flax to Ireland, and of yarn—of flax from Belgium and Russia, and of yarn from Belgium, represent about two-thirds of the whole Irish export of linen?—The North of Ireland has been made the exchange of the linen trade, and the yarn trade, and you might as well ask how has Manchester been made the centre of the woollen trade, wool is not grown about Manchester.

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40758. But if Ireland, as you say, can produce better flax than any other country, and its total export of linen is about 60,000 tons a year, why cannot Ireland produce a larger proportion of the raw material? Why is it brought from Belgium and from Russia—a crop worth, I think, an average of £50 a ton?—As high as £80 a ton.

Average price of flax.

40759. As high as £80?—I do not think if all Ireland was under flax, or proportionately, it would be quite sufficient to supply the market wants of the yarn producers in the North of Ireland.

Capacity of Ireland for the growth of larger quantities of flax.

40760. I should think Ireland would be quite capable of producing the whole of the flax imported?—No, sir. It is a very intricate question. I do not think anyone that is not really in the "know" of the business can understand the difficulties. There are various grades and qualities, and they cannot all be produced in one country.

40761. I know; but your account is that Ireland can produce as good flax as any country?—Yes, and as bad.

40762. What is the influence upon the production of flax in Ireland of such rates as that from Ballina to Monaghan?—Oh, it is a stopper.

40763. Oh, a stopper. Are there other rates like that one?—All over the system.

40764. Surely, then, if these rates are stoppers, as you put it—prohibitive rates——?—It comes indirectly off the grower and producer.

The development of the flax-growing industry prevented by high railway rates.

40765. Does not that restrict the production of flax in the country?—I believe it does.

40766. This Commission is asked to report what has retarded the expansion of traffic on the Irish railways, and what prevents the full development of agricultural resources. Would you say "Such rates as that from Ballina to Monaghan for flax"?—It is entirely inequitable. It comes to something like 3*d.* a stone, £2 a ton; and 3*d.* a stone is very considerable.

40767. You see the Irish grower has to compete with very low and favourable rates from Belgium and Russia?—Yes; 14*s.* from Courtrai to Belfast.

40768. Surely the farmers of Ulster have a very strong interest in extending, as far as they can, the cultivation of flax?—Very much so.

40769. And the railway companies push against them?—They do.

40770. We are told by two or three witnesses that Ulster wants no change. If the farmers of Ulster understood the effect of the rates on flax do you think they would want a change?—They would. Very few in Ulster but want a change, especially in railway rates.

Complaint as to excessive rates for flax, Ballina to Cork.

40771. This rate on flax from Ballina to Cork—do I understand the flax is sent to Glasgow, and then back to Cork?—I sent it from Ballina to Glasgow and from Glasgow to Cork at 13*s.* 4*d.* a ton under a charge that would be made by the railway company dealing directly with the traffic.

Traffic sent by sea, *via* Glasgow, in consequence

40772. Could anything be worse than that? In order to send flax from one part of Ireland to another (I suppose to have it manufactured), you have actually to send it to another country, and bring it back again? Could anything we worse?—I do not think so.

Disparity in the rates for grass seed from Monaghan.

40773. These rates on grass seed show an extraordinary disparity, which is not accounted for by the suggestion or inquiry of my friend, Colonel Poë. You have pointed out that the rate from Monaghan to Belfast is only 1·4*d.* per ton per mile, and to Newry 1·2*d.*, while to Armagh it is 6*d.* per ton per mile, and to Lurgan 5*d.* Is the seed sent to Belfast and Newry for export or is it sent for home distribution?—It is sent for manufacture, if I might so speak. It is cleaned in Belfast or Newry. Those are the cleaning centres of rye grass, more or less.

40774. And it may be distributed in Ireland?—Comes back again, very frequently.

40775. Of course Monaghan, being an inland town, very much inland, there can be no question of sea competition?—No.

40776. Because wherever you want to send the grass seed to from Monaghan you cannot introduce the sea in any competitive sense?—No.

40777. Well, then, surely the necessary effect of this extraordinary scale is to distinguish Monaghan and Lurgan as distributing centres, and to substitute Belfast and Newry for them?—Quite so.

The through rate for pork, Cavan to Glasgow, in excess of the locals.

40778. What is the meaning of the circumstance that the through rate on pork from Cavan to Glasgow is higher, some 5*s.*, than the sum of the local rates?—I do not know, sir. Perversity.

40779. It seems to be very prejudicial to Clones as a place for the sale of pork?—No; prejudicial, rather, to Cavan.

40780. To Cavan as a place for distribution?—As a place for sale.

40781. As a place for sale and export, and to Clones as a place for purchase?—Yes.

40782. Because, if to send pork from Cavan to Glasgow costs 40*s.* a ton, and the two local rates—to Clones, and thence to Glasgow—come to 5*s.* less, the effect is to hinder the Cavan exporter from getting supplies at Clones?—It is a perishable article.

40783. The through rate is more than the two local rates. What is the effect of that?—It handicaps the producer of pork in Cavan, and the dealers in Cavan are compelled to have an agent in Clones to re-book their stuff to Glasgow on the same line.

40784. Can you thrown any light on that arrangement—the reason of it?—The Great Northern Railway——

40785. Does it go on the same train?—In the same wagon, not unloaded or changed.

40786. If you pay the through rate it costs 40*s.*, but if you re-book in transit it is 5*s.* a ton cheaper?—5*s.* a ton cheaper. Pure business.

40787. As is sometimes said, the railway company will have something to say about it?—They will. It will take a little saying.

40788. In the case of turnips, you promised a large business?—Unfortunately, I very much regret that I did not keep the papers. I did not think they would come into use, and I destroyed the letters. I would have liked to produce them before the Commission.

40789. However, from Ballyshannon to Monaghan, a short distance, the rate was more than the value of the article?—28 per cent. over the value at that time.

40790. What has retarded the expansion of traffic on the Irish lines? What is the reason that the agricultural resources of Ireland are not fully developed? These are the questions put to the Commission?—Because the railway companies won't move. They will do nothing.

40791. I suppose there are really turnips at Ballyshannon as well as at Monaghan, and if a man can get turnips at Ballyshannon for the ordinary cost of production it is very evident he won't give more than double the price to get them from Monaghan?—At the time turnips were selling at Ballyshannon for 1*s.* per cwt., and 3½*d.* in the town of Monaghan.

40792. At any rate, the railway traffic did not expand by the turnips. That natural resource was not developed?—They were made manure.

40793. Cheese would be very important to Ireland if she could develop this industry, but I understand cheese can be brought from New York across the Atlantic and by rail from Dublin or Belfast to Monaghan for 21*s.*?—I am wrong, 26*s.* 6*d.*

40794. It hardly affects the argument—the difference hardly affects the argument?—I have different information this morning.

40795. Whilst, if you want to send Irish cheese from Cork, where there is an attempt to develop a cheese industry, to Monaghan it costs 50*s.* a ton?—I have inspected the railway charge sheet—2 cwt. 3qrs. 12 lbs. was charged 7*s.*

40796. Sometimes we hear about a ton containing 2,240 lbs., and that a difference in freight amounts to nothing on a pound of cheese, but is that the way to look at it? Is not it rather this—that a merchant in Monaghan who wants to purchase cheese will pay 25*s.* to 30*s.* a ton less for freight if he gets it from America than from Cork?—Yes.

40797. Would not that be his decision? He would buy the American cheese, and the Irish trade will be extinguished?—Smothered. Excuse me, there is another anomaly. Confectionery between Belfast and Enniskillen is 18*s.* a ton. That is over the Great Northern Railway. There is a railway company from Enniskillen to the town of Sligo—the Leitrim Railway—and the rate from Belfast to Sligo, for forty miles more, is 15*s.*, that is 3*s.* less than it is to Enniskillen.

40798. *Lord Pirrie.*—And yet it comes through Enniskillen?—Yes.

40799. *Mr. Sexton.*—We know that very active and skilful efforts are made to concentrate traffic in Belfast, and make Belfast the centre of import, export, and distribution, to the prejudice of other ports. The parcels arrangement shows, apparently, that local conveyance of parcels is penalised?—Yes. It is quite evident with the connection of Bundoran and Donegal.

Mr. J. P Rafferty, ex-Flax and Seed Merchant, Monaghan.

40800. The system works to the prejudice of Donegal and Bundoran?—I know in County Donegal the producing industry is not developed.

40801. And the home-tweed industry is hindered?—Yes.

40802. I note from your supplementary memorandum that you want to say something about the treatment of live stock at Belfast?—Cattle from Monaghan or from any Northern station, cross-Channel by Belfast, are sent to veterinary stations, put into the veterinary pens on arrival, inspected, walked a mile—a full statute mile—across the city, and for this there is a charge of 3*d.* a head—a driver's charge. Now cattle have been killed, I know one has been killed, several cattle have been injured in crossing the station, and cattle that arrive late at night, being brought across the city, frequently become unmanageable in dark streets and sideways, and have lost or missed sailings. Now this could be all obviated, I believe, if the railway companies—the County Down and the Great Northern Railway—changed the veterinary pens that they have erected from Victoria Station to the Central Station. Either of these railway companies will take scrap iron across the city, scrap iron at about 30*s.* for a wagon load, as against something like £5 for cattle.

40803. Would that end the grievance?—I believe that it would—in a manner.

40804. Mitigate it?—Yes.

40805. Now, as to the financial solution of purchase. Of course, Mr. Rafferty, if restitution were made, we know that the amount which the Royal Commission unanimously found to be drained from Ireland by over-taxation would be about double as much as is required to pay the whole annual charge on the value of Irish lines?—I did not know that.

40806. I mean, take £40,000,000 at 3½ per cent., that is only £1,400,000, while the Commission found that Ireland was over-taxed to the extent of two and three-quarter millions?—That is what I said: that it is impossible to find the finance at the moment; that every year, at least up to the extent of three millions in excess of the expenditure, that it should be placed aside for the purchase of railways.

40807. Let us take forty millions as the figure for the purpose of founding a calculation. Forty millions at 3½ per cent., which would include interest and sinking fund, would be £1,400,000 a year. That would leave another million and a half of the produce of over-taxation for other Irish public uses. It would not be necessary to apply the whole of the money to railway purposes; one-half would be sufficient, and the other half might be left for other public uses in Ireland. Do you understand that?—I understand it now, but I had not thought of it.

Suggestion as to financing a State purchase scheme for the Irish railways.

40808. It is quite obvious that this would be so. And it would even make provision for a sinking fund, whereby at the end of a term of years the railways would become the property of Ireland absolutely without any capital burden?—Yes.

40809. If there were no restitution and no free grant, but if the credit of the Government were applied to the case—we know that the money market is now depressed, but the money market moves in cycles; it will not be always depressed; in the course of a year or two it may be again in a tolerably buoyant condition—I put it to you that the use of the Government credit would enable the Irish railways to be purchased, and leave a large surplus out of the present net profits. Even if Ireland borrowed on the security of the railways and of the rates she could borrow at about 3½ per cent., and that would leave a margin. So that it is clearly practicable, in any event, to purchase the railways, and leave a margin out of the present net profits available for the reduction of rates?—Looking at it in that way, I believe it is quite possible.

40810. It is as clear as day?—It is merely a transfer of accounts, as far as I see.

Nationalisation of the railways under the control of an Irish representative body advocated.

40811. Do you think, in order that the reform should be effective, that the lines should become the property of Ireland—that is, the country immediately concerned in the reform?—I believe that a body of Irishmen competent to deal with such affairs should have the control of the Irish railways.

40812. As to the ownership of the lines, it would be material that from year to year any surplus obtained from the working should be available for reduction of rates. In order to ensure that the surplus would not be taken away and applied to any other purpose, would it be a desirable thing in your opinion that the ownership of the lines should be vested in Ireland?—Surely.

40813. And then, in order to secure that public interests should prevail, the body under which they were worked should be a representative body?—They should be a body in sympathy with Irish development and the development of Irish industries; I do not care where you get them.

40814. But periodically responsible, by election or choice, to public opinion?—Yes.

Mr. James Murland, J.P., examined by Lord Pirrie (*in the Chair*).

Mr. James Murland, J.P. (Messrs. Jas. Murland & Co.), Annsborough, Co. Down.

40815. Mr. Murland, you are a member of the firm of James Murland and Company?—Yes.

40816. Flax spinners, of Annsborough, County Down?—Yes.

40817. You send a good deal of goods by railways?—Yes.

40818. Principally by the Belfast and County Down Railway?—Yes, principally.

40819. Am I right in saying that your firm has been in existence for a very considerable number of years?—Yes, for a long time—since about 1828; and prior to that we were in hand-loom business.

40820. Your father and grandfather preceded you in the business?—Yes, and my great-grandfather.

40821. Am I right in assuming that all your transactions with the railway company have been extremely pleasant and amicable?—Yes.

40822. And that any little differences were settled immediately you called upon them?—Yes.

40823. You are quite satisfied with the rates. How far is Dundrum station from Castlewellan?—Four miles.

40824. And when the company made the new connection with Castlewellan they increased the 6*s.* 6*d.* rate by 6*d.*?—Yes.

40825. Is that a satisfactory rate to you?—Yes.

40826. A cheaper rate as compared with your traction engine and cart?—Yes.

40827. So that those railway companies in the North have tried to meet the necessities of traders?—I think so.

40828. It is very gratifying to me that you have spoken so well of a railway company with which I used to have such a close connection. You have heard the evidence of the previous witness, have you not?—Yes.

40829. And you have probably read some of the evidence given before the Commission since its proceedings started?—Yes; I have read most of it.

Suggestion to amalgamate the County Down and Great Northern (Ireland) Railways disapproved.

40830. Do you agree with the suggestions that have been made, that it might be desirable that amalgamation should take place in the interests of the public?—No, I do not.

40831. You are opposed to amalgamation?—Yes.

40832. You do not agree with Mr. Cooke, who represented the Chamber of Commerce, that the County Down Railway might with advantage be handed over to the Great Northern Railway Company?—Most decidedly not.

40833. You refer in your proof of evidence to appeals to the Board of Trade or other bodies. You have never made any appeal yourself in connection with rates?—No, I have not.

40834. In fact, you have not had occasion to do so?—No.

Appeals to the Board of Trade.

40835. The railway company have met you so well. If you would not approve of the County Down Railway being attached to the Great Northern, would you approve of any amalgamation at all? Have you studied other parts of Ireland?—I do not know anything at all about the South of Ireland as far as railways are concerned.

Flax traffic from the interior.

40836. In your business do you not send any goods at all except between Castlewellan and Belfast? Do you send any goods inland at all, or do you get your flax inland?—Yes; we get flax from inland.

40837. From all sorts of places?—Yes.

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Mr. James Murland, J.P. (Messrs. Jas. Murland & Co.), Annsborough, Co. Down.

40838. From Ballina?—No; we have never got any from Ballina.

40839. Where do you get your flax from outside County Down and Antrim?—A good deal depends on the season, as far as Irish flax is concerned. Of course, we are drawing a lot of flax from Belgium.

40840. I am speaking of Ireland for the moment. Do you use much Irish flax?—Yes, a great deal.

40841. Where do you buy it?—We buy most of it in County Down.

Sources of flax supply to Annsborough Spinning Mills.

40842. Then it comes over the one railway?—Yes. There is a good deal of it, because there is a fairly large flax-growing district round us, and a lot is carted from Rathfriland market, and we have latterly begun to bring it by rail from Newry.

40843. On the Great Northern Railway?—Yes.

40844. Do you get facilities on the Great Northern Railway equal to those that you get on the other lines?—We asked for a special rate for flax from Newry to Castlewellan, and they gave us a special rate of 7*s.* I do not know the distance; it is a long way round by rail. The distance by road is about twenty miles, but by rail it is much farther. The rate is 7*s.* a ton.

40845. Do you think that that is a fair rate?—I consider it fair. I could not cart it for the freight.

The railway rates regarded as satisfactory.

40846. So that you get it by rail now?—Yes, we get it by rail now. We send linen and that sort of thing by the Great Northern Railway to other places on their line, and we get linen for bleaching from other places on that line, and in each of these cases we have asked for a special rate below that in the rate-book.

40847. And have you got it generally?—We have always got it.

40848. Is the rate that you get marked in the rate-book, so that other people dealing with the railway company may see and obtain it for themselves?—I could not tell you that. In our case, Castlewellan is simply more or less a large village, and we are the only firm in the neighbourhood that does anything like that.

A general reduction in rates impossible under the existing conditions.

40849. Therefore they could give you those rates without really affecting anybody else?—Yes.

40850. Although your rates are very moderate and you are satisfied with them, would you have any objection, if you were a trader, to those rates being reduced by 50 per cent.?—Not at all.

40851. You would like to see them reduced?—Yes.

40852. I suppose you would admit that you do not see any way in which the rates could be reduced under the present system of management, and still give the shareholders a dividend?—I do not see how they could be reduced, and pay the shareholders a dividend.

40853. You heard the evidence of the previous witness, and also some of the evidence given yesterday. Supposing the railways were handed over free to the Irish people themselves, do you not consider that the rates could then be reduced by fifty per cent., seeing that they would have no interest to pay on borrowed money, on debentures, or to shareholders, who sometimes expect 6 or 7 per cent.?—I think that that opens up a very large question.

The substitution of a system of public ownership not objected to if it benefited trade.

40854. You would not object as a trader?—Not at all.

40855. I am only speaking of that. As a trader you would like to get that advantage?—Certainly.

40856. If rates were reduced by fifty per cent., would facilities of that sort increase any of the industries connected with your particular business?—No; I do not think so.

40857. But it would probably help farmers to increase theirs?—It probably would.

40858. And you think it would be beneficial to traders generally?—Yes.

Examined by Mr. Sexton.

The linen industry centred in Belfast.

40859. I believe both the import and export of flax, linen yarns, and linen goods, are concentrated at Belfast?—You mean that that is the usual port for bringing them into the country?

40860. Yes?—As a rule it is.

40861. In fact, there is scarcely any import or export of either the raw material or of the finished goods elsewhere than at Belfast?—That is accounted for by the fact that Belfast is the centre of the industry.

40862. Certainly; I am only noting the fact?—Yes, that is so.

40863. In fact, you may say that there is no import or export, except a certain import to Dublin which so nearly corresponds to the export from Dublin as to suggest the idea that there is an import and a re-export; have you examined that?—No, I have not.

40864. Do you import much of the raw material?—Yes, a considerable quantity.

40865. *Via* Belfast?—Yes.

40866. Not *via* Dundrum?—No, not *via* Dundrum, because we could not take the quantity that would pay by steamer at one time. It would be inconvenient to bring it *via* Dundrum. In times gone by I have heard that we brought flax into Dundrum.

40867. Do you bring coal in *via* Dundrum?—Yes, and always have.

40868. Do you mostly export finished goods?—We export yarns, and also linen.

40869. I suppose that what you do not export you send for sale to Belfast?—We sell it.

40870. You sell it yourselves?—Yes.

40871. Do you consign it to Belfast?—No; we do not.

40872. You either export or sell it?—In Belfast or the North of Ireland generally; we sell it at various centres of weaving.

40873. So much of the raw material as you do not import you are able, very conveniently, to buy, because you operate in a flax-growing district?—Yes.

40874. You seem to be in the fortunate position of being rather independent of the railways. Your trade is only affected by a short transit of 40 miles to and from Belfast?—That is really all, as far as I am concerned.

40875. You are in a position of special independence. But how different is your position from that of a trader in the South or West of Ireland, who, in order to find his market, has to take his goods across the whole of Ireland into the interior of England; you are in a far better position?—Yes; I suppose I am.

40876. You may congratulate yourself. As to the incidence of the railway freight upon your business. What is the average value of linen per ton?—It is very difficult to answer that question, because linen varies. You may buy an article that is composed of linen at 5*d.* a yard, and you can also buy an article that is all linen up to 3*s.* a yard. It would entirely depend; there is a tremendously wide margin in the value of linen and the value of flax. It is very difficult to say what the average value would be. In fact, we never talk of linen by the ton.

40877. The returns of the Department of Agriculture show that the average value of linen goods imported into Ireland is about £150 per ton, and that the average value of linen goods exported from Ireland is about the same amount. Would you take £150 per ton as a fair average figure for the value of linen?—Yes, as far as I know.

40878. You have a special rate of 7*s.* per ton?—Yes.

40879. You observe that that freight is only a halfpenny for every pound sterling of the value of the linen?—Yes.

40880. That is totally negligible; it is not at all a material factor in your profit; it cannot be?—Of course the 7*s.* rate is an all round rate for linen and flax. If you take it on flax it immediately becomes a thing to be considered.

40881. Take it on flax also. The same return of the Department of Agriculture shows the average value of flax to be £50 a ton?—Yes.

40882. So that if you take the average between £50 and, say, £120—£80 or £90—between the value of the raw material and that of the finished article, it is still true that the rate is less than a penny for every pound sterling of value?—If we could save a pound a ton on all the flax we brought in in the year it would be a very nice profit.

40883. How much of your freight is on coal, and how much on textiles?—We pay about £1,000 per annum in freight, exclusive of coal.

40884. Then even supposing you carried all the raw material from Belfast, the double freight to and fro would be 14*s.* a ton. That indicates a very considerable trade; it would indicate a trade of about 1,400 tons?—We would have that.

40885. The profit on 1,400 tons renders an item of £1,000 a minor item in your yearly balance sheet?—I do not consider it as such at all.

40886. Minor in amount. You have 1,400 tons of a commodity which when finished is worth much over £100 a ton. That indicates an output in relation to

which a freight of £1,000 is indeed a trifle. But suppose you were in the position of the gentleman who preceded you in that chair and who had wanted to send turnips—a more democratic form of traffic—from Monaghan to Ballyshannon, and was asked to pay 28 per cent. above the cost price of the turnips, do you not see what a very different consideration the incidence of freight would become?—Oh, yes; I follow you there.

40887. We have had many witnesses who have testified that the cost of transit was 15, 20, 25, or 40 per cent. of the value of the goods. You will agree that traders in that position, competing with favoured producers on the Continent, have a different case in relation to the railways from that which you have put before us; they are driven more hardly, and they find it harder to make a living?—I think, of course, that the turnips are an extreme case.

40888. Turnips may be an extreme case, but it is by no means a rare case to have it stated here that the cost of freight, even for inconsiderable distances, is a large part of the value. I think you must recognise that you are in an exceptionally fortunate and happy position in relation to the difference between the value of your goods and the amount of the freight. Would you not say so?—I suppose I am, compared with some traders.

40889. I think that, compared with Irish traders generally, you are in an Arcadian position in Castlewellan. You have no complaint against the railway, or the company try to satisfy any complaint you may make; you have no need of the Board of Trade, or of the Railway Commission, or of the Department of Agriculture; you would not care if they did not exist; is that not so?—Well, in relation to our own business we never have had any occasion to go to the Board of Trade. But I say in the proof of my evidence that we might have a quarrel with the railway company sometimes, and that then I should be very pleased if there were some tribunal before which a trader could go at a cheap rate if he had actually come to loggerheads with the railway company.

40890. After so many years or generations of unbroken friendship, surely such a probability is very remote?—I think it is very remote.

40891. I think they are as friendly to you as though you were the Chairman of the line?—Oh, no.

40892. What more could they do for you; you had a special rate of 6*s.* 6*d.* from Belfast to Castlewellan, and when they ran the line on five miles farther they only added 6*d.* for the additional five miles?—That is exactly what I say.

40893. They are extremely friendly?—Yes.

40894. And they are not satisfied with making you a line up to your factory, but they give you a siding to your works?—I daresay they thought it would pay them.

40895. And you have also a daily express service. What is the distance by the Great Northern Railway from your station to Belfast?—Exactly the same, I think.

40896. But you side with the line which gives you a siding very naturally?—It was not a question of that. I think the siding was joint property; I do not know. But I sided with the line that we had always been doing with; we had no reason to change, and we remained where we were. We like our customers to do the same with us.

40897. It would be unaccountable for you to do anything unfriendly towards the County Down Railway. I think you have read the evidence which has been given before this Commission?—I have read most of it that has appeared in the Press.

40898. Then you know of the chorus of complaints that has been heard. Do you think the idyllic contentment of Castlewellan or of your firm ought to affect the claims of the traders of Ireland generally for an improvement of their condition in their relations with other railway companies?—I suppose that in this, as in everything else, each person does what he thinks is the best thing for himself from a business point of view.

40899. What is best for himself. You state very frankly in your proof that both in respect to service and also in respect to rates, the County Down line allows you an advantage over competitors of your own trade, even in districts not remote from you?—That is true.

40900. Then competitors of your own who are not so well off as you are may well desire an improvement in the system?—Yes, but it is for them to do it for themselves.

40901. Quite so?—The same as we look after ourselves and they look after themselves.

40902. You say—"We are as well off as we can be"?—I do not say that.

40903. Then "as we need be"?—I do not say that either. I said to Lord Pirrie that if the rates came down 50 per cent. I should be very pleased indeed; it would be so much in my pocket. I am not in business for my health, but for what I can make

40904. But you are so well off that you have no need for machinery for the redress of grievances; you do not need any Department of Agriculture or Railway Commission or Board of Trade?—Not at the moment.

A general reduction in rates, if possible, wanted.

40905. But you would say that people who are not so well off have every right—you admit it frankly—to do what they can to improve their position?—Yes.

Suggested disadvantages of centralised control

40906. You appear to think that if the railways of Ireland were in one system governed by a public body there would be no competent agents at important points for the transaction of business. You go to Belfast twice a week, and you find a courteous and able gentleman there, but you appear to think that if there were a central system under one management that central system would be so silly as not to have competent agents at far less important places than Belfast. Surely that is an unfair assumption?—I do not assume that.

40907. Well, you write very clearly, and what you conveyed by your proof was that you can now go to Belfast, and see the manager twice a week, and you imply that if there were a public system you would not be able to do anything like that. But there would be a very competent gentleman, perhaps the very same gentleman, in charge of the system at Belfast?—I think that in business life, railways included, the nearer the responsible head is to the part affected, as it were, the better treatment you get. It is only my idea, but I think that if there were a central body in Dublin you would write to Dublin about a grievance or convey it to the responsible agent at the point, wherever it might be, and that when it got into the mazes of a central system it would probably eventually be dealt with by a gentleman who might be a very able man indeed, but who would not know the local conditions.

Possibility of local interests suffering under centralised management.

40908. He would be too far away?—He would not know the local requirements as well as the man who was nearer the spot. That is the point I make.

40909. I submit to you that if there were a public system rates would be published, the conditions would all be known, the system would be immensely simplified, and that if the system had competent, fully accredited agents at important points there would be no occasion whatever, in any incident of traffic, to refer to what you call the central head?—I am afraid that that would be approaching the arcadian position that you spoke of as existing at Castlewellan already.

40910. We know that on the Continent, in Germany, for instance, there are twenty-nine sub-administrations, yet very rarely indeed is it necessary to refer anything to the Central Body?—I have been in Belgium a good deal; I have lived there in connection with my business for periods of six or eight weeks at a time, but I do not think I was greatly impressed by the administration of the Belgian State railways.

The Belgian State railway administration not an ideal one.

40911. I wish we had here the same rates or the same fares or anything like the same industrial development; they have progressed wonderfully there?—That is quite true; but my idea is that it is the people themselves.

40912. Is there such a great difference between people? The impulses and desires of human nature are everywhere the same, and if people have the same facilities they will tend to produce the same result?—I think the Belgians are the hardest working people I ever saw.

40913. Assume, however, that a central system had competent and fully instructed agents at various points who would be capable of deciding any difficulties which might arise in connection with the traffic your objection would disappear. I ask you to assume the presence of such agents?—Yes.

The procedure to be followed on a central system.

40914. The last thing I want to ask you is this. you suggest that if the railways were controlled by a central body in Dublin prompt and businesslike

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methods would disappear. Would they disappear because the Council represented the country, or because they sat in Dublin?—I did not mean that at all.

40915. What did you mean?—It is simply following up what I said before. It would be on account of its being a central body, and away from the seat of trouble, simply that. I did not mean to cast any reflection on Dublin, or anything like that at all.

40916. Does it not occur to you that a central authority dealing with the Irish railways as a whole, administering the whole revenue, would be able to organise a more powerful body of experts than any single line can now afford, and that the perfection of management could be better obtained in such a case than it can be under a system of dispersed and separate lines?—Of course, that bears looking at in two ways, too. On the one side there might be economies effected, but do you not think that on the other side there might be leakages?—That is my idea.

40917. All human institutions are infirm, and we can only judge by probability and experience. What is the name of the gentleman who manages the County Down line?—Mr. Moore.

40918. Suppose the central system commanded the services of Colonel Plews, Mr. Dent, Mr. Tatlow, and Mr. Moore, do you not think that those four gentlemen, putting their heads together and keeping their subordinates in order, would be as well able to manage the lines of Ireland as a whole as any one of them is now able to manage a single line?—I think you just come back to the same thing again.

40919. I put that to you. The railways of Ireland are not more extensive than the railways of any single Australian State; they are about the same mileage, and those are managed by one or three Commissioners?—Yes.

The system of separate lines preferred to unified management of the railways.

40920. I ask whether these four gentlemen together would not be better able to manage the railways of Ireland as a whole to the satisfaction of everybody concerned than any one of them is able to manage a single line?—You want my opinion?

40921. Yes?—I would rather have them separate.

40921A. *Mr. Sexton.*—And I would rather have them together. But you have given your evidence quite fairly; thank you.

Examined by Colonel HUTCHESON POË.

Management of County Down Railway satisfactory.

40922. I gather that your experience of the County Down Railway has been a very satisfactory one?—Yes.

40923. Would you go so far as to say that if the other railways of this country were equally satisfactory there would be no cause for such complaints as we have had from many witnesses?—I think so. But there are in the country a great many people whom it takes very little to make complain.

40924. I agree with you. But at the same time you have probably read or followed the evidence which has been given before this Commission during the last year and a half, and you will have seen that there has been a great chorus of complaints, some probably badly founded, and others probably well founded?—Yes.

40925. And that the bulk of the evidence has tended to show that—there have been some exceptions—in the opinion of most of the witnesses many reforms could be initiated which would be not only in the interests of the railway companies themselves but to the material benefit of the people of this country?—Yes.

Excessive freight for flax, Ballina to Monaghan compared with the low rate, Belfast to Dundrum.

40926. To go no further back than the rate to which you referred, for flax. You said that the County Down Railway gave you a rate of 6*s.* 6*d.* per ton between Belfast and Dundrum, a distance of thirty-four miles, which works out, including all costs—we need not go into the terminals and conveyance details—at 2*d.* per mile, and you say you are quite satisfied with the rate. You heard the gentleman who preceded you in the chair state he was charged from Ballina to Monaghan, a distance of 180 miles, a rate of 39*s.*, which works out at nearly $2\frac{3}{4}d.$ You pay 2*d.* a mile for a short distance, and he pays $2\frac{3}{4}d.$ a mile for five times the distance, although, as you are aware, it is a recognised principle of railway management that the longer the distance the lower the charge per mile?—Yes.

40927. Do you not think there is ground for complaint when he is paying $\frac{3}{4}d.$ per mile more over a distance of 180 miles than you are paying over a short distance of thirty-four miles? Do you not think it is a justifiable ground of complaint?—Yes, it is in a way. But I think I could explain it to myself. There is no quantity. All the flax in Ballina would not keep you going for long.

40928. Probably that has something to do with it. But at the same time it must handicap the small trader. You are in the fortunate position of dealing with large quantities?—All flax is in large quantities.

40929. But I thought you said that this other gentleman was dealing only in handfuls, so to speak?—I mean that in Ballina there is only one market in the year, and after the annual market is done with there is no more. But the other rate is one that is going on every week; flax is coming every week, every day. Under those circumstances, do you not think it is reasonable that the rate there should be lower than where it is simply once in the year?

40930. No doubt it has something to do with it. That was only one instance; the witness gave others. I merely took it as being for a long distance. But assuming that there is something of that kind operating generally through all the railways of Ireland—I do not say rates which are in excess of the powers of the companies, though in that particular instance it does seem to be in excess—would not the main tendency of these rates be seriously to handicap the struggling agricultural producer, trader, or manufacturer, as the case might be?—Do you mean generally, or as regards flax in particular?

40931. I am speaking of the general question?—To my mind the railway rates have practically very little to do with the cultivation of flax.

40932. I am not talking of flax now; I am talking generally. You are satisfied, and you are quite right to be satisfied. I am only asking whether if it can be shown—and I think we have had a great deal of evidence on the point—that the rates on the bulk of the Irish railways do seriously handicap Irish manufacturers or agriculturists, do you not think that some steps ought to be taken to try and bring about a reform?—Yes.

40933. I am sure that you in your particular corner of Ulster are happily situated and have no fault to find; but if it could be shown that by unification of management, increased facilities, lower rates, and greater economies can be brought about, you would not stand out and say that because you were well circumstanced you would oppose any such change in the system as would bring about those reforms?—Oh no, if it could be shown.

40934. I am quite sure that, as an Irishman and an Ulsterman, you would be the first to fall in with such a view. I think I am right in saying that?—Yes.

40935. You referred to State control, and you instanced Belgium. I dare say you are aware that it was generally assumed that the Belgium railways resulted in very large profits to the State; but quite recently the Minister for Railways has been obliged to admit that the manner in which the accounts have been framed in past years has been fallacious, and that so far from the railways having resulted, after paying all charges, in a very large profit of eight or nine millions to the State, the profit has dwindled down to something under a million?—Yes.

40936. I think it is the general experience of Continental countries that State control and State management mean increased expenditure?—Yes.

40937. I take it that that is one reason why you would not be in favour of State control?—Yes.

40938. But if you could get private control, such as Mr. Sexton alluded to, in connection with the Commissioners in the Commonwealth of Australia, where the railway administration of the different Federal States is in the hands of two or three Commissioners, and where the commercial element is still maintained, that would be preferable in your opinion?—I make a good deal of the question of competition. If the competition were taken away it would make a great deal of difference.

40939. Does not the competition in this country in many cases come to this—that where railways are forced to compete one with another they are obliged in their own interest and self-defence to enter into some agreement which practically does away with the competition?—Yes; but even though they may enter into an agreement as regards freights, the competition makes for better working. Although two lines may have entered into an agreement they are both anxious to secure the traffic, and they both have agents, and are both desirous of doing all they possibly can for traders to induce them to use their line.

40940. That is natural, of course. On the other hand, does not the competition between 26 or 27 lines, as there are in this country, result in their competing one against another by curtailing facilities in the way of connections?—I do not think it does, so far as Ulster is concerned. I do not know anything about railways in other parts of Ireland.

40941. You speak from your own point of view, and that is fair enough. I take it from your previous answer that, provided it could be shown that any change in the system would benefit Ireland generally, and not prejudicially affect you, you would not be opposed to it?—Yes.

40942. *Mr. Croker Barrington, Solicitor.*—Might I ask about how much you pay in wages at Castlewellan?—About £17,000 a year.

40943. How many hands do you employ?—About 600.

Mr. Sexton—The railway freight is only about 1-17th of the wages.

Mr. Croker Barrington, Solicitor.—The wages are a great deal.

40944. *Lord Pirrie*—Do you mean that you get a profit out of carrying goods for the workers, and that, therefore, you can afford to give a little to the manufacturer?

Mr. Croker Barrington, Solicitor.—I only meant that it was very satisfactory to have such prosperity as that figure indicates.

Jan. 15, 1908.

Mr. James Murland, J.P. (Messrs. Jas. Murland & Co.), Annsborough, Co. Down.

Employment given by the Annsborough flax-spinning industry

Rev. P. J. Dowling, C.M., examined by Lord Pirrie (*in the Chair*).

Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture

40945. Father Dowling, you are a lecturer of the Department of Agriculture and Technical Instruction?—That is where I gained a good deal of my experience as to the transit problem in Ireland. I was engaged by the Department to lecture in the country. As a lecturer I travelled all over Ireland—north, south, east, and west—and in the course of my lecturing I met nearly all the people that were engaged in the industrial movement.

40946. Were you in the room this morning?—Yes, since the opening of the proceedings.

40947. Then you heard a previous witness state that the Department of Agriculture and Technical Instruction had never done much in his neighbourhood?—With regard to railways, yes.

40948. I suppose your lecturing was more or less in connection with outside subjects altogether, and not transport?—Naturally transport came in. My business was to show what the development of industries would mean to the country, and what were the best means of developing industries, and naturally, in addition to technical instruction, transport would come in.

40949. That being so, have you lectured at Monaghan?—I do not think I did. I was at Newry, Cavan, and Dungannon.

40950. Had the Department of Agriculture any reason for keeping clear of Monaghan?—I think not. I was sent to particular centres; that is all.

40951. Perhaps they were so advanced themselves that they did not require to be taught?—Perhaps so. I had peculiar advantages in my position, because great interest had been aroused in the industrial movement, and I think I met everyone concerned in it—clerics and laymen of all classes and politics; they simply met on a common platform.

40952. Did all these important men whom you met give you the impression that the railways all over the country were as well managed and as satisfactorily for the traders as the last witness has found them?—Looking back on my experience, I do not think that in any single instance I met any body of men who were satisfied with the working of the railways of Ireland.

40953. Then you have met one to-day?—I said any body of men. It was invariably found that the great obstacle to the development of the country was the transit system. You would always find two or three who would say that they differed from the others, but in every part of the country that I was in there was a general feeling that the present system was a block to the development of the country.

40954. It was a hindrance to progress, as you put it in your proof?—Yes. I would like to say that in my opinion undue blame is attached to the railway companies. The reason I say so is that people do not consider the enormous handicap that is on the railway system of Ireland. Our population is diminishing; our industries are decreasing; and tillage is going out. So that all the factors that would tend to the encouragement of the railway companies are disappearing one by one. Anyone who studies the question and looks at the reports will know that while in England the receipts per mile have gone up from 58*d.* to 63*d.* in, say, ten years, and the passengers have gone up almost twice—in Ireland passengers have gone up only about 5 per cent., and the receipts per mile have remained almost the same during that period. Anyone reading the statistics will say that the wonder is that the railway companies are able to do so well. Therefore, if I speak about it, it is only because I feel that if the country goes on as it is going there is no possibility of improving the state of affairs, and that the only remedy is for the State is step in, and save them from this impossible condition. That is the course of thought that led me to study the matter so seriously.

State purchase of the Irish railways the only remedy

40955. That is why it is you want to put before us certain drawbacks in connection with transport?—Quite so. Not, as I say, that I find fault with the railway companies; because I believe that, considering the circumstances of Ireland—the diminishing population, the decreasing industries, the land going out of tillage, and everything of that sort—the railway companies are really making a very good job out of a very bad case.

The existing railway system, rather than its administration, at fault.

40956. What special things do you want to facilitate—butter, eggs, poultry, and so on?—From what I learnt all through the country, I think the principal difficulties rest with those who wish to establish industries, and therefore must make small beginnings. Gentlemen with magnificent businesses and great natural facilities, like the gentleman who has just given evidence, the transit system does not concern them at all; but it concerns the man in a country town who is looking round trying to develop his own business, or who with two or three others is anxious to develop a new business or industry. They are the men who feel the pinch, and therefore I have noted a few instances.

Importance of the transit question to struggling industries.

40957. Will you give us a few of those instances?—I believe that these instances mean more than the actual facts. Let us take, for instance, a case in Foxford. That is one of the most interesting economical spots in the country, because the difference between the condition of the place when the movement started and its condition to-day is simply marvellous. If you had been there you would realise what an object lesson it is. When the movement began there were a thousand houses in the place, in each one of which the man, his wife, children, cattle, donkey, and everything else lived under the same roof.

The agricultural development of the Foxford district.

40958. You are speaking of the entire district?—Yes. There were one thousand homes in which human beings and cattle all lived in the same house, without even a division between them.

40959. How many years ago are you speaking of?—Twelve or fifteen years ago. At present the same condition prevails in about 400 houses.

40960. *Mr. Sexton*—They are one-roomed houses?—You can scarcely call them houses.

40961. One-roomed cabins?—One-roomed cabins, and the only difference between human beings and cattle in the matter of accommodation is that there is generally an elevation in the floor where the human beings live, and the cattle live on the lower portion of the floor. That gives an idea of the condition of things that existed in the whole of these houses. With the aid of an intelligent sympathy these poor people were induced to improve their houses and to grow fruit and vegetables for the market, but the very moment they got as far as that the transit system blocked them.

Vegetables and fruit grown, but excluded from profitable markets by high rates.

40962. *Lord Pirrie.*—Do you mean to say that they raised the rates?—No; the existing rates blocked all further progress. Sisters of Charity, women, did the whole thing, with the aid of the Congested Districts Board. They got first-class seed, and the vegetables were so good that they took first prize in the Dublin market. Vegetables grown by these miserable cottiers on miserable plots of land about the size of this room, with rocks bumping up here and there, took first prize in Dublin, and the people were told that if they could send those vegetables to Dublin they would get a first-class market for them. As soon as they tried it they found that for 17 or 18 cwt. of those vegetables to Dublin they would be charged £2 17*s.* for carriage.

Complaint as to excessive rate for vegetables, Foxford to Dublin.

Jan. 15, 1908.

Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture

40963. On what line?—On the Midland Great Western Railway. That simply blocked them.

*40964. You have not a freight note, I suppose?—No, but I got the information from one of the keenest business persons in Ireland. I took the note on the spot. There was no chance of doing anything further there. Then they planted fruit trees, and some of these poor cottiers, after planting and tending the trees, had to sell their fruit in the neighbouring town for a mere trifle, because the transit of the fruit was as difficult as the transit of the vegetables, and they could not get them to a good market.

Foxford fruit and vegetable industry killed by high railway freights.

40965. Did you bring that subject under the notice of the Board?—It has been brought before the Board.

40966. This particular case?—Several times.

40967. Did they not make any headway with the railway company? You mean that it was brought under the notice of the Department of Agriculture and Technical Instruction?—I could not say that, but I presume that it was. It certainly was brought under the notice of the Congested Districts Board, but they got no forrarder.

Effect on other industries.

40968. Did the County Council take any part in putting the matter before the railway company?—I cannot answer that. That is a typical case. You know yourself what a disastrous effect a thing like that has on a locality. You go to the people, and say—"You had better start such and such an industry," and they at once say—"Oh, start an industry! Look at what happened when we tried to start the vegetable industry or the fruit industry." To show the possibilities of the district, I may say that there is a man in Swinford who sends his carts round collecting eggs from these cottiers, giving them either cash or goods in exchange, and it is calculated that this man spends £30,000 a year in the district for eggs alone.

40969. He buys £30,000 worth of eggs?—Yes.

40970. That is very satisfactory?—Yes. These poor people, who, before the advent of this movement were living in absolute poverty, are now living comfortably.

Possibilities of improvement in the district.

40971. Do you mean that with proper railway rates that district would improve immensely, and that the population would increase instead of diminish?—Certainly; there is no doubt about it.

Cork fishing industries handicapped by unsatisfactory transit facilities.

40972. Have you anything else to say as regards another district in reference to the fish traffic?—Yes, at Cork. The fish question in Cork is a very important one. There was a time when the fishery districts round Cork were the best in the country, and untold wealth was to be got from the sea there. One of the principal difficulties with regard to fish is the transit. The fish sold in Cork is nearly all sent from Kinsale and other places to Grimsby by boat, and some sent back to Cork again.

40973. *Mr. Sexton.*—Is that possible?—That is the fact.

40974. Why is that? How do you explain it?—It is the simplest thing in the world.

40975. *Lord Pirrie.*—They send it by steamer to Grimsby, and Grimsby sends it back by steamer and rail to Cork?—By steamer and rail by the Rosslare route.

40976. Do you mean to say that the fish that all these American liners take on board at Queenstown is not actually Cork fish?—Not at all.

40977. It comes from England?—It is a rare thing to get a piece of really fresh fish in Cork. The fishermen will tell you that it is from Kinsale, but they know that it has been handled in transport, and that it is not fresh fish. I may quote an instance of another industry, which I take as typical; there are others through the country. Dunmanway is another fairly poor district in West Cork. Here, again, an enterprising lady wished to develop the district. She had already developed the district a great deal, and amongst other things she thought that a flower farm would succeed. I need not tell you that we cannot have all our people making lace or doing wood-carving; we must try to develop other lines. Hence this lady thought that to keep the girls at home a flower farm would be a very good thing, and she tried to start one. I wrote to her a few days ago to verify what she had told me, and she stated in her letter that they had to give it up for the simple reason that the railway rates from Dunmanway to Cork killed the industry.

Dunmanway flower farm given up owing to high railway rates.

40978. Can you tell us what the rate was?—I will quote her words. She said—"There was no market here, and the railway charges to Cork or Dublin gave no margin for profit; they can get them fresh from Covent Garden and the Continent, and sell them in Cork at the same price as we are obliged to ask."

40979. They could get flowers from Covent Garden market to Cork as cheaply as they could get them from Dunmanway?—Yes. Here is the lady's own statement—"They can sell flowers in Cork from Covent Garden market in London as cheaply as these people can send them from Dunmanway."

Mr. Croker Barrington, Solicitor.—The price of flowers; the witness does not mean the rate only. I have a friend who tried the same thing.

Witness.—She actually says "or the Continent."

40980. *Lord Pirrie.*—We have already had evidence that it is frequently cheaper to bring goods from the Continent?—Of course you cannot compare carriage by rail with sea carriage simply.

40981. *Mr. Sexton.*—If the Cork people get flowers by preference from Covent Garden or the Continent they must be able to sell them more cheaply than if they get them from Dunmanway. How far is it?—Thirty or forty miles.

40982. *Lord Pirrie.*—I do not know that it is necessary to give the rates that you have in your proof; we have had them first-hand?—No. I do not know whether you would care to take that point about reciprocity. That is a point which is a good deal insisted upon. With regard to export trade that is very important. I and many other people believe that we will never do anything in Ireland unless we can create an export trade. We shall be like the islanders who tried to live by taking in one another's washing. Therefore, reciprocity is a very important thing, and, to use a 'bull," I think we ought to have more reciprocity towards us than from us.

40983. We will leave the question of reciprocity. A more important matter is this instance from Paris?—I can give the railway freights of that. From Paris the cost was only 3*s.* 3*d.* for 2 qrs. 6 lbs., but if I want to send anything the reverse way I am told that I must make up at least 1 cwt., and pay a deposit of 5*s.* before they will look at it at all.

40984. You could not send it out of the country for less than 5*s.*, and you must make up a cwt., whereas goods come in for how much?—2 qrs. 6 lbs. for 3*s.* 3*d.*

40985. You think that it should be reversed if anything?—Yes.

40986. That for sending goods out of the country the rate should be cheaper?—Certainly. We can never get an export trade unless we have that. A very important point is that wherever the railways did help the industries the result seems to show that that was the one thing necessary to make them flourish. For instance, take the early potatoes in Clonakilty. That was a great novelty for Irishmen. In fact, when they saw the first men preparing the potatoes they looked upon them as lunatics But the result is that now a considerable business in early potatoes has been developed in Clonakilty and the neighbourhood.

40987. That is into Cork, is it?—No; you would not sell early potatoes in Cork. They are sent on to the Liverpool and Glasgow markets.

40988. But they go through Cork?—Yes.

40989. Did they put on through rates to Manchester and Liverpool?—The railway company have given the greatest facilities for the early potato trade.

40990. They have?—They have, and the result is that they have developed the trade. The principal man engaged in it says that but for the railway companies they could not have done it.

40991. That is satisfactory?—Yes. I want to point out that wherever the railway companies do give their help to an industry the one obstacle is removed. If they had not given facilities so that the potatoes could be landed in the market at a rapid rate the industry could not have succeeded. A matter of twenty-four hours would spoil the trade.

40992. Where the railway companies in their own interest have given facilities the industry has increased?—Yes.

40993. *Mr. Sexton.*—Is that export *via* Rosslare?—Yes.

40994. The Bandon and Great Southern have concurred?—Yes. According to one witness who appeared this morning the railway companies say—"Create the business, and we will give the facilities." If the railway companies have gone on that

* See Appendix No. 13.

principle with regard to early potatoes the industry could never have been carried on.

Mr. Croker Barrington, Solicitor.—It was rather implied in connection with that Paris case that it in some way reflected on the Irish railways. It is the City of Cork Steampacket Company; it is not the railway companies at all.

Lord Pirrie.—I do not think the witness made the point against the railway companies.

Mr. Croker Barrington, Solicitor.—But in the mind of the public "transport" means the railways; but in this case it is the City of Cork Steampacket Company.

40995. *Mr. Sexton.*—I thought he meant the railways?—No; I meant the transport. The next point that struck me as a suitable one to put before you was how the Barony of Forth was developed. The Barony of Forth is in County Wexford; it is a little strip of land, ten miles by five, and emigration and poverty are practically unknown there. There was formerly no such thing as fruit-farming there, and the people had the average prejudice against anything new. But the Department came in and said that if they would plant fruit farms, pluck the fruit, and pack it according to the directions of their experts, they (the Department) would pay half the railway rates. What is the result? They have now twenty-one fruit farms there where there was none some years ago, and the people who are working the farms declare that the fruit is far more profitable to them than any other crop. There again the one obstacle was removed—the difficulty of railway transit.

40996. *Lord Pirrie.*—Are the Department still paying a proportion of the railway rate?—I think they are for a certain number of years until they have established the fruit industry.

40997. In other words, the great thing is to get the railway rates reduced?—Precisely. If the railway companies would do similarly elsewhere similar results would follow.

40998. The railway company are here getting the advantage of a subsidy from the State?—Of course it comes to that. In the same way the poultry trade was not important, and now it is developed to such a degree that they have a poultry fattening station at Tagoat, County Wexford. Sometimes as many as 1,000 turkeys go by one shipment. That is due to the railway facilities; since the new railway was opened up they have got special rates.

40999. That is *via* Rosslare?—Yes. The result is that an enormous poultry trade has been developed where a few years ago there was none existing.

41000. Your view is that until railway facilities are given largely and cheaply all over Ireland prosperity cannot come to the country?—Yes. Until that is done you can never develop new industries, at any rate.

41001. Whether it is by amalgamation or by the purchase of the railways. You would not object to the railways being handed over free to an Irish body?—I was the first person in Ireland to propose that the railways should be handed over to a public body.

41002. You want them handed over free of cost?—That is a question for men skilled in finance.

41003. But even supposing you had to pay for them, you would rather the country bought them and handed them over?—My personal opinion is that the very wisest act the English Government could do to-day, if they were really far-seeing, would be to present the railways to an Irish governing body, because if the present competition between foreign goods and home goods goes on, I believe that in ten years time the tenants of Ireland will not be able to pay half the rent they are paying at present, and you will have the land agitation all over again.

41004. Even the £40,000,000 they might have to pay to the shareholders might actually be saved in the end, you think?—Yes; it would save a world of trouble in the end.

41005. Would it not save money?—Yes, because otherwise they will lose on land purchase.

Mr. Tatlow.—May I say a word with reference to the rate for vegetables from Foxford. I think the witness said he was informed that the rate was something like £2 17*s.* a ton. It cannot be a figure like that.* The rates for vegetables in any quantities over three cwt. from Foxford to Dublin are from 12*s.* to 15*s.* per ton, and the rates for potatoes in wagon-loads is 7*s.* 6*d.* So that if it was anything like what has been stated there must have been a grievous mistake.

Witness.—I have it from the person who started the industry, a very keen business person. I took it down on the spot.

Mr. Tatlow.—There must have been some mistake?—(*Witness*).—Perhaps she meant different kinds of produce; perhaps she put in a package of potatoes, a package of cabbages, and a package of something else.

Mr. Tatlow.—It would not affect it, unless they put in groceries, or something very extraordinary.

41006. *Mr. Sexton.*—Was it one consignment?—Yes.

41007. It might have been a very small consignment?—That is the fact as I have it.

Mr. Tatlow.—There must have been some grievous mistake. Even if it were a very small consignment it could not be such a rate. I do not remember ever being asked for special terms or for any low rates for a vegetable industry at Foxford. If an application had been made we should have done something for it, as we always do. But there is some terrible mistake about the matter if it is said that the rate was £2 17*s.* per ton.

41008. *Lord Pirrie.*—Apparently there is a great traffic if the people know that they can send it for the rates you speak of.

Mr. Tatlow.—There is no difficulty in their knowing. A man has only to go to the stationmaster to ascertain the rates.

Witness.—I will wire to-day and get an answer. I should not like to give evidence that might be called in question. I went to the fountain head, and I have the note in my note-book.* But I will get the particulars. I understand thoroughly that you cannot send twenty little parcels for the same rate as you can a ton, but I say that special facilities might be given there.

Examined by Mr. Sexton.

41009. I think your knowledge and experience of this question are a good deal more than insular?—Yes. I was nine years in Australia, three years in Paris; I have travelled on practically all the great railway systems on the Continent; I have been through Germany three or four times, Denmark, Switzerland, Holland, Belgium, and Austria, so that I am fairly well acquainted with the railway systems of the Continent.

41010. You have had a very wide experience. Through the course of that experience have you given special attention to the question?—Yes. I have. The first time I saw the working of the State-owned railways was in Australia, and it was such an object lesson that my mind got saturated with the idea that it was the only solution of the transit question.

41011. You were nine years in Australia?—Yes. I had a great deal to do with the railways there, because I was Vice-President of one of the principal colleges there, and we had to deal with goods traffic both in the colonies and from home. Both as a clergyman and as a lecturer I travelled over the whole of the railway systems, so that I was in intimate contact with their working.

41012. And you observed the systems from the point of view of one who was constantly considering how they would suit the case of Ireland?—Quite so.

41013. I understand you to say that your own opinion and the general opinion as you have met with it in this country is that not only are rates and fares too high for the circumstances of Ireland, but that the general method of managing the Irish railways is a hindrance to progress?—I should say so, though not blaming the railway companies; I believe there is almost an impossibility of their doing any better in the present condition of the country.

41014. For the moment I am entirely ignoring the amount of railway capital and the financial circumstances from their point of view; I am considering the matter as we are directed to consider it, from the point of view of the public interest?—Yes. If you take the personal traffic, to begin with —

41015. I will come to that in a moment. Our object is to discover, admitting all that may be said as to the stringency of the financial situation from the point of view of the railways, whether some way may not be found for getting rid of this situation in the public interest?—Quite so.

Jan. 15, 1908

Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture.

The alleged excessive rate for vegetables Foxford to Dublin.

Range of witness's experience of railway working.

Suitability of the State ownership system to Ireland.

Existing Irish railway management a hindrance to progress.

* See Appendix No. 13.

Jan. 15, 1908.

Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture.

41016. You give some rates on leather in your proof?—They were given me by a Limerick leather merchant.

41017. You know that the leather industry, both in tanning and in the manufacture of boots and shoes, was formerly a very valuable industry in Ireland, in numerous districts?—It has almost disappeared. We had as many as ten tanneries in Cork alone at one time.

41018. You give a number of rates from Liverpool to Irish sea ports; those are necessarily sea rates?—I suppose that they are all sea rates, as far as I can tell from the names of the places.

Effect of low import rates on the Irish leather trade.

41019. And you give a number of rates from Limerick to various ports and other places in Ireland?—Yes.

41020. Are there tanneries in Limerick?—Oh, yes, there are two fine tanneries. Some of the best leather in Ireland is made in Limerick.

41021. These rates from Limerick are rates upon Irish leather?—Quite so. A manufacturer can send English leather from Liverpool to any of these important Irish towns at rates varying from 5*s.* to 20*s.*?—Yes.

41022. But the Limerick manufacturer in endeavouring to reach those same Irish towns has to pay rates varying from a minimum of 22*s.* to a maximum of 45*s.*?—Quite so.

41023. Are these rates prohibitory?—I should think so. Seeing that competition is so keen now that a matter of an undercut of 6*d.* or 3*d.* in a figure will get a man's business, I think the rates will be practically prohibitory.

41024. They go far to account for the imports of half a million a year of foreign leather into Ireland and the depressed condition of the Irish leather industry?—I should say so.

Continental methods of creating new industries by affording free railway transit.

41025. I understand you to hold that it is a wrong principle to maintain that the traffic ought to come before the facilities and concessions are granted?—I think that it is directly contrary to any hope of success. I will give an instance to give an idea of how differently they act on the Continent. In Belgium, for example, when they wanted to create a fruit trade with London, they gave free traffic on the State railways to Antwerp, and as soon as the trade was created they asked the ordinary rates.

Easy transit conditions a necessity to the development of industries in Ireland.

41026. We heard to-day that when a man asked for a special rate for turnips the reply was that there was no traffic in turnips, and so they would not allow him to create the traffic; they refused the special rate which would have created the traffic. Would not the true principle be to afford the facilities and give the concession, so as to develop the traffic?—Yes. I gave the instances of a part of Wexford and Clonakilty to show that if you had that principle all through Ireland it would create industries.

41027. You gave two instances of industries—potatoes in West Cork, assisted by a special rate, and fruit in the barony of Forth in Wexford, assisted by new facilities?—Yes, and a special rate in the case of fruit.

41028. But the instances which you described as being typical of what happens in Ireland were those in which the industries disappeared?—Quite so.

The excessive rate for vegetables, Foxford and Dublin.

41029. By reason of want of help. In the Foxford case the vegetables were grown, and got the first prize in Dublin?—Yes.

41030. And an effort was made to put them on the Dublin market?—Quite so.

41031. The circumstances as to the rate are contested?—I have sent a wire, and I may get a reply befor the Commission rises.*

Effect of high railway rates on the Moy fruit trade.

41032. Whatever the circumstances of the rate may have been, is the fact that the industry has ceased, one from which any inference may be drawn?—Yes. The rate was prohibitive. There may be some dispute as to the details, but it was prohibitive; they could not undertake to open up a market in Dublin.

41033. What about the fruit trade at Moy, in Tyrone?—I got a letter from one of the leading apple producing men here, a man who took the Dudley Cup three years running and the Aberdeen Cup last year, and he said that the apple trade was very severely handicapped by the rates. I do not believe that you can compare railway rates with sea rates, but apples can be landed in Liverpool from New York for 2*s.* 8*d.* a barrel weighing 100 odd pounds, and from Boston at 2*s.* 3*d.* a barrel. This man says that his business is very much handicapped by the rates from Moy to Dublin or any other place to which he sends the fruit. Strawberries, as well as I remember, in Moy were promising to be a very good crop, but in some places they were severely injured, if not put out of the market, by the heavy rates. I wrote for specific information upon that point, but I have not received a reply yet.

41034. In any comparison between railway rates and sea rates the railway companies have the argument of the greater costliness of their method of transit?—Yes, I understand that.

41035. But if it is found that the sea rates from America or any other country do effectually compete with the Irish producer in Ireland, is not that a reason why the railways should give the most favourable rates possible, from the point of view of Irish interests?—That is my contention, and that is where State-owned railways would come in. If they saw that an industry was being killed by unduly favourable sea rates they could reduce their railway rates to such a degree as to compete with the sea rates.

41036. The mere circumstance that the competing rate is a sea rate does not alter the nature of the case in regard to the Irish producer; he wants all the relief he can get, and it is to the interest of the country that he should get it?—Yes.

41037. Dunmanway is about thirty miles west of the city of Cork?—Yes.

41038. An effort was made by competent people to put flowers and, I think, fruit on the market at Cork?—What I dealt with was flowers.

41039. It proved an unsuccessful effort?—Yes.

41040. The railway rate for the thirty miles was prohibitive?—That is the statement of the lady who tried to do it.

41041. The Cork florists get flowers from London and the Continent?—Yes.

41042. Is that direct from the Continent or *via* London?—In some cases direct from the Continent, and in other cases through Covent Garden.

41043. So that it was cheaper to get these flowers by land and sea from France or from London than to take them thirty miles on an Irish railway?—In other words the French flower grower can sell his flowers in Cork whereas the Dunmanway flower grower cannot.

41044. So that the Dunmanway industry was killed?—Yes, they had to give it up.

41045. Then as to fish at Kinsale. What is the distance from Kinsale to Cork?—About fifty miles, I think.

41046. Do the fishermen bring into Kinsale the fish they take?—Yes.

41047. There is no Alpine range between Kinsale and Cork; what is the nature of the obstacle to transit?—They have boats laden with ice in the harbour at Kinsale; as soon as the fish are caught they are put on board these refrigerating boats which, when loaded with fish, go off straightaway to Grimsby. On the other hand, you have not the ice provided by the railway companies to preserve the fish in transit to Cork, and that is very necessary in the hot weather. Further, the railway station at Kinsale is nearly half a mile from the harbour; you would have to cart the fish from the boats to the railway station; then, having got it to the railway station, when it reached the terminus at Cork, you would have to cart it again to the fish market. All this handling does harm to the fish, causes additional expense, and delays the article.

41048. If there were a half-mile tramway in Kinsale how would that affect the matter?—That would make a great difference.

41049. And a good deal of the fish would be sold in Ireland?—I dare say. If, for example, there was a fish train waiting at the head of the harbour at Kinsale the same as the ice-boat is waiting in the harbour to have the fish thrown into straightaway and take it to Cork, that would mean a vast difference in time, in expense of handling, and everything else. If the railways were unified and there was enterprising management at the head of the unified system, they would not hesitate about doing that. That is what they have in countries where there is a unified system of railways.

41050. What happens here is that fish taken outside Kinsale and brought into Kinsale harbour are sent to the great English fish centre at Grimsby, re-shipped back to Cork, and sold there?—Yes.

41051. At a great increase of cost?—Yes, and a great decrease of quality. The men can tell that the fish are not fresh, that they have been caught some time, and that they have been handled a good deal.

* See Appendix No. 13.

41052. These instances which you call typical tell their own tale?—I call them typical, because it is a question of starting new industries. The fishing industry in Kinsale is practically killed now, I dare say largely for that reason.

41053. You have observed the amount of the imports of Great Britain from abroad of the special products of Ireland?—Yes.

41054. I think the Department of Agriculture returns them as being about £120,000,000 a year?—Yes.

41055. Several times the value of the similar exports from Ireland. Do you consider that the agricultural and pastoral output of Ireland is capable of indefinite expansion by a good system of rates and railway facilities?—A good deal of that must be theoretical, but we have practical proof that wherever the transit facilities were given there was an immediate development of the produce.

41056. We know that the Irish farmers could produce a great deal more?—Yes.

41057. We know that there is a great market in England now mostly occupied by foreigners?—Yes. The whole question is how to bridge over the space between the farmer in Ireland and the markets in England. The only way of doing that is by a splendid system of transport and rates.

41058. The true test of the success of a private railway, I suppose you would agree, is the surplus left after payment of the working expenses?—I think so.

41059. What is the true test of the success of a public system of railways?—I cannot see why the same test should not be applied.

41060. Private railways are worked for profit; therefore profit is the test of their success?—Yes.

41061. But if a public system of railways is so worked as to develop population, industry, trade, to make the community prosperous, and to make the revenue buoyant, what does it matter whether there is a railway profit shown or not?—I admit that. I know that some people say that if the railways were unified they would become very expensive; but the answer to that is to look over the returns of railways in other countries where they are unified, and see the big profits that are shown there. There is no question about that.

41062. Suppose a public system of railways was so worked as to bring the community to a state of prosperity and to make the revenue of the country buoyant and easily raised, then, even though the railways did not pay the interest on their capital, could there be a better use of public revenue than to pay that interest? I mean, supposing the public railways are successful for public purposes, is the test of actual profit in their special accounts a true test at all?—Of course it is not. The New South Wales Year-Book puts the same point when it says: "The railways have not been built as a purely commercial speculation. While a reasonable return has been looked for, there has been no desire for profit beyond the interest on the cost of the line; and as profits have followed increased settlement and traffic, the charges have been brought down to the simple interest standard. As an instance of this it may be stated that during the seventeen years the Commissioners have been in office, since they have had power to administer the railways on a business basis, while keeping in view national considerations, the reductions in rates on goods equal at least half a million per annum."*

41063. Instead of working the railways upon no other discernible principle than that of private profit, they work them in Australia on the principle that the fares and rates are to be brought as low as they can be while the charges of the railway are paid?—That is so exactly.

41064. That is what you call the true principle?—That is the true principle. I have a socialistic idea about railways. I believe the time will come when, like the roads, the railways will be free. I believe the private owning of the railways is a relic of mediæval times, when railways were not as necessary as they are to-day, and the time will come when the railways will be practically free for the benefit of the country.

41065. The railways in commercial transit have taken the place formerly held by the highways?—Quite so.

41066. And it is inconsistent with the welfare of a modern community that the railways should be privately owned?—Just the same as the turnpikes have been done away with.

41067. So that whether or not there is a large surplus, say, in Belgium, after the working expenses of the railways have been met and the interest and sinking fund charges defrayed, the obvious results of the public railway system in that country are such as to make the matter of profit on the railway accounts one of comparatively slight importance; they have a profit, but whether it is large or small is not the vital question?—That is so.

Results of Belgian public railway system such as to render profits of slight importance.

41068. You spoke of restitution. Do you think that if the Imperial Government and Parliament were to agree that the amount found to be drawn from Ireland by over-taxation were to be given to Ireland year by year for railway and other public purposes, it would in the end prove to be a good investment for Great Britain?—I believe that not only would it be a good investment, but that a far-seeing politician would see that it was a necessity. If things go on as they are going the land question will be renewed in all its fierceness in about ten years' time, because the people will be unable to pay their rents.

Ireland's claim on the Imperial funds in respect of over-taxation.

41069. It would not only promote good feeling between the two countries, and give an assurance that the land purchase engagements would be discharged, but it would probably in a limited period increase the public revenue by even more than the amount returned to Ireland?—I think so.

Beneficial effect on land purchase engagements.

41070. That is the solution of the whole question. Do you say, taking the model of Australia, that the railways should be owned by the community in which they are—that the Irish railways should be owned by the country in which they exist?—Yes. I believe that, first of all, because unfortunately our experience in Ireland shows that the Government Boards do not work for the country, and that where such a vital question as the transit of the country is at stake it would be suicidal to experiment any further; consequently, I should not put the railways under a Government Board.

Nationalisation of the railways under the control of an Irish authority advocated.

41071. You would have them owned by this country—Ireland—however the finance was transacted?—Yes. I would have them worked by Irishmen for Ireland.

41072. By Irishmen responsible to Irish opinion?—Yes.

41073. *Mr. Smyth* (*G.S. and W.R.*)—With reference to the rate for cut flowers from Dunmanway. No doubt, the witness has given you the information he received, but it is not the fact at all. The rate for 24 pounds weight from Dunmanway would be 6*d.*; from London it would be 2*s.* On the other hand, there is a very low rate on the Irish railways for cut flowers. We will take 1 cwt. for 9*d.* a distance of 30 miles.

41074. *Witness.*—What would be the rate for a parcel of 7 lbs.?

41075. *Mr. Smyth* (*G.S. and W.R.*)—For 7 lbs. for 30 miles, 6*d.* is the minimum charge, and it covers up to 24 lbs. From London the rate would be four times that amount.

41076. *Mr. Acworth.*—And from Paris?

41077. *Mr. Smyth* (*G.S. and W.R.*)—Considerably more, I should think.

Examined by Sir H. Jekyll.

41078. What about postal facilities, would they suit?—There is not such an elaborate postal delivery from Dunmanway as would suit.

Postal facilities not an adequate substitute for railway transit of flowers.

41079. I suppose the Post Office would take small packages of flowers to any part of England, would they not?—I daresay it means that the flowers would have to be posted overnight, and they would suffer by the keeping. I expect flowers would be sent by the morning train; that is probably the difficulty. They must be quite fresh. In any case there is the fact that this lady tried the experiment and had to give it up on account of the rates.

Examined by Mr. Acworth.

41080. I should have thought there was a gap in the argument. The lady tried the experiment, and had to give it up; but where is the evidence that it was on account of the railway rates?—I read the letter.

41081. Supposing I started a shop; I am quite certain I should make an utter mess of it, because I should be a very bad hand at it. But I should not say it was my own fault. I should say it was the railway, or the customers, or something else; I should never take the blame on myself. Is not that human nature?—I do not think that this person is of that stamp. She is a very keen business woman, and

The effect of excessive railway rates on the cut flower industry.

* The Year Book of New South Wales, 1907, page 65.

Jan. 15, 1908.

Rev. P J. Dowling, C M., Cork, Lecturer for the Department of Agriculture.

has succeeded in other things. I think that if she says expressly that it was the railway rates that killed the flower industry I would take her explanation.

41082. She said that the railway rates were higher from Dunmanway to Cork than from London to Cork, did she not?—I will quote her exact words. She told me this when she had to give up the industry:—"The railway charges to Cork or Dublin gave no margin for profit. Florists could get them fresh from the Continent at almost half the price we were obliged to ask."

The effect of excessive railway rates on the cut flower industry—*con.*

41083. Take that statement that they could get the flowers from the Continent at almost half the price. You are told that from London to Cork the rate is four times as much as from Dunmanway to Cork?—Yes.

41084. The rates from Paris are very high, and we may safely assume that the rate would be at least eight times as much as from Dunmanway to Cork?—I do not assume that the flowers come from Paris.

41085. She says the Continent?—Yes. I dare say it would be from some of the coastal places. I lived in Paris for three years, and I do not think that anyone would consider to get flowers from Paris an advantage, because they in Paris must get them from the country

41086. Anyway, it would clearly be more from the Continent than from London; we may assume that, may we not?—I would go so far as to say that this lady may mean from the Continent *via* London, because I have bought flowers and fruit in Cork and have been able to tell at once that they were packed in France. I can tell it by the packings and the wrappings of the fruit, and the people said that they got them from the Continent through Covent Garden. They may have been sent in bulk from the Continent to Covent Garden, and distributed through Covent Garden.

41087. Let us keep to the fact that from London alone it would cost not only twice but four times as much as from Dunmanway, and if they came from the Continent they would cost still more. If the lady says that she was driven out because the Continental rates were low, do you not think she has made a mistake?—I do not think so, from the character of the lady.

41088. I admire your chivalry?—One of the things she told me was in reference to chrysanthemums. These are not flowers that fetch a high price. A florist will charge a shilling a dozen for chrysanthemums in their season. It might be that she could only send a small bulk of chrysanthemums to Cork, while Covent Garden could send a large supply through. Therefore her statement would hold good.

41089. It would not be the fault of the railway if she did not compete in an economical manner?—That is the difficulty. She wants to start an industry, and she could only do it on a small scale.

41090. Let us keep away from detail. You have had a great deal to do, I am sure, with the organisation of these industries, have you not?—Yes, I have been in very close contact with the movement for the last three or four years.

41091. You have also seen the way in which flowers come from the South of France, and so on?—Yes.

Irish versus Continental packing.

41092. Leaving out the question of railway rates, which do you think have the best chance, the people who pack like those on the Continent or those who pack like the Irish folk?—If you take the ordinary Irish packing there would be no chance whatever for it; but some of the Irish packers are now able to pack as well as any Continental packer.

41093. I am glad to believe that. But is it not fair to say that the Irish people are suffering under a good many disadvantages? The difference in railway rates may be something, but at any rate it is not everything?—It is not everything. If the railway rates were dealt with it would not be a solution of every difficulty, but we are now tackling that one obstacle.

Extent to which transit cost affects industrial development.

41094. Yes. Take, for example, the question of butter. Thousands of tons of butter go from Ireland. We are told that the rate from Limerick is too high—it is 40*s.* to London—and that it ought to be, say, 30*s.* That is 10*s.* on £100 worth of butter—½ per cent. Do you think that that will turn the scale of profit or loss to the industry?—I believe that competition is so keen now that even a smaller amount than that would turn the scale.

41095. Do you really think so?—I was speaking to one of the leading bacon merchants in Dublin the other day, and he told me that business is so keen now that a difference of a trifle in the cwt—he went so far as to say ¼*d.*, I think, but I will not say the exact figure—would turn contracts away from him. He is dealing with large contracts. Consequently, I believe that this ½ per cent. would make a very vast difference. I was speaking yesterday to one of the leading woollen manufacturers in Ireland, and he said that 6*d.* in the yard on his cloth would mean commanding the export trade.

41096. 6*d.* in the yard; I can quite believe that?—So that I think that sometimes a small thing makes a vast difference.

41097. Anyway, I gather that you would not put it as high as I would. That ½ per cent. would not stop the output of butter; it might cut somebody's profit, but it would not prevent the person from producing it?—If the peasant has no market he will not produce it, and he will not have a market unless the conditions are favourable for getting to a market.

41098. Tell me this: which do you think handicaps the Irish people most in competition with Danish butter, the fact that the rate is said to be 10*s.* higher than it ought to be, or the fact that the Irishman stops manufacturing all through the winter and has to get hold of his market anew every spring?—That is a big factor, I admit.

41099. Do you not admit that it is a much bigger factor than the railway rates?—I would not go so far as that, but I agree that it is a very big factor.

41100. Are we not making a mistake in thinking that if you hand over the railways to some glorified body you are all going to live happily ever afterwards?—It means that Irishmen are under a double disadvantage. Take the people in a land like Denmark: they have butter making winter and summer, and in addition they have favourable railway rates. Irishmen have butter making in the summer only, and unfavourable railway rates the whole of the time. So that Irishmen are doubly handicapped.

41101. I see how you would put it. Kinsale fish is mackerel, is it not?—Principally.

41102. Do you know of your own knowledge that it goes round to Grimsby?—Certainly. I have been down there very frequently and have met plenty of it. It just happens that my servant is a Kinsale man who was a prosperous fisherman but had to give it up on account of the competition; therefore I am in intimate communication with him about the subject.

41103. That it goes off to England I agree, but do you really say that it goes to Grimsby?—Yes, Grimsby is one of the centres that it goes to.

41104. It is a great centre for East coast trawled fish, and you say that at the same time this mackerel goes there. But, of course, I cannot pretend to contradict you. Then it comes back and is sold in Ireland. Do you know the moral I should draw from that? The moral is that the railway rates cannot be so high as to stop traffic?—The railway rates from England into Ireland *concedo*, and the other way *nego*.

41105. I think there is a considerable mistake on this point, and I would ask the railway companies to make a note of the matter. Your suggestion is that the rate from Grimsby to Cork is so low that the fish can afford to come back into Ireland, but that the rate the other way would be dearer?—That perhaps would not be a fair way of putting it.

41106. Put it your own way?—There are a lot of facilities besides the mere question of rates. Although the rate might be low, there would be no fish train running at the time the fish were caught. That is a very important point in connection with fish.

41107. You do not suggest that there are special trains for fish running from Grimsby to Ireland?—No; but there are boats waiting in Kinsale harbour.

41108. I am talking of fish coming back from Grimsby. You cannot get any special facilities for its coming back?—Grimsby is such a great fish distributing centre and the supply is so constant that they are always ready to send off.

41109. The railway rate does not stop its going all the way to Cork?—It is not purely a question of rate—railway facilities come in also.

41110. Nothing stops its going. The accommodation given by the railways is such that the fish can get all the way to Cork?—The worst enemy of the Irish railways would not say that they will not get you where you want to go. There are Australian

railways on which you take a ticket but are not sure whether you will get to your destination. The greatest enemy of the Irish railways will admit that you will eventually get to your destination.

41111. I gather that you are in love with the Australian railways?—I am very much so.

41112. I wonder what you will think of this, Mr. Davis, who was general manager of the West Australian railways for many years, gave evidence before us in London six months ago, and this is what he told us. It is in reply to some questions I put to him:—"You said something which rather surprised me. You said, I think, that goods rates in Australia generally were decidedly higher than in Ireland?—Except those in New Zealand. Q. Now as to passengers. What do you make out to be the effect of your comparison of passenger fares; what impression has that left on your mind?—Passenger fares in Australia are higher than in this country. Q. When you say that are you speaking of the ordinary fares?—Yes, the ordinary fares. Q. Then, in addition, I suppose there are not so many concessions; would you say that? If I correctly understand your position it is this: that comparing Australia with Ireland, goods fares are higher in Australia, passenger normal fares are higher, and there are fewer concessions and special fares; is that right?—That is right?" To begin with, you might as well compare the railways of Western Australia——

41113. He was speaking of Australia generally?—He was manager of the Western Australian railways. That is just the same as if you were manager in Russia. Western Australia is the most undeveloped part of the country.

41114. But he was not speaking of Western Australia; he was speaking of Australia as a whole?—Here are the New South Wales railways, fares, and everything.* Let us take a place where I spent a good deal of time, that is Bathurst, 150 miles from Sydney. The express fares between Bathurst and Sydney, return, first class—there are only two classes—is 43*s.* The fare from Cork to Dublin, express, second class, is 40*s.*

41115. What is the distance?—166 miles.

41116. For 16 miles less the Australian fare is 3*s.* dearer?—I know; but you are omitting a very important point. Anyone who has lived in Australia knows that when you are calculating prices in Australia and are comparing them with home prices you count them as one-half. If you pay £2 in Australia you calculate it as equivalent to £1 at home.

41117. That is very funny?—There is no fun at all. I lived for several years in Australia, and I know what I am saying. If I wanted to buy anything in Australia, and I was told it was 7*s.* 6*d.*, I would not say that that was an enormous price, because I should reckon is was equivalent to about 3*s.* 9*d.* at home.

41118. How long is it since you were in Australia?—About eight or nine years.

41119. I will tell you why I thought that was rather striking. Mr. Davis, who had not been back as long as that, made a statement on that point. I thought it was fair to expect that prices would be higher in Australia, because money was more plentiful, and I put it to him: "A shilling will not go as far in Perth as in Dublin?—Well, 1*s.* 3*d.* in Perth would go as far as 1*s.* in Dublin, I should think; there is about 25 per cent. difference?" That is not the general standard.

41120. I asked that question, and I confess the answer surprised me?—I had to touch several phases of life there. I was bursar, therefore I had to buy provisions; I was prefect of studies, and had to buy books. I had to deal with transit in a thousand ways, and the invariable rule was to reckon Australian prices at one-half. If I asked how much is that, and they said £2, I would not say that it was very dear; I would say that it was equivalent to £1 at home. Even the pensions of the college follow that rule. If you say that a college pension in Australia is £80 no Australian will say that it is a terrible cost; he knows that it is equivalent to £40 at home. That is the invariable rule.

41121. I do not think we need cavil over details?—Details are sometimes very important. That fare from Bathurst to Sydney would work out £1 here.

41122. Do not let us discuss that, as another man might take other details. I only wanted to call your attention to the fact that there was strong evidence from an expert that there was no great catch in the Australian railways?—May I give a few illustrations? I was very little in Western Australia; I only paid a flying visit there, but I know the country from people who were there and from their descriptions. For instance, Mr. Davis said there were very few facilities. The fact of the matter is that there are always standing facilities on the Australian railways in Victoria and in New South Wales. For instance, if you want to organise an excursion, you go to your book and see that holiday excursions will be issued at certain fares, and you are told the number of people necessary to make up a party. You simply go to the office and say, "I have so many people, and I want to get an excursion fare," and you get it. Or let us take persons engaged in education. We could get in our college pupils who lived in any part of Australia; we had them from North Australia and from South Australia, and the return fares was half single fare.

Australian railway rates and facilities reasonable and moderate.

41123. There is no doubt that the Australian railways give special facilities for education?—That seems to contradict what Mr. Davis says.

41124. He did call attention to that point; there is no doubt about that?—Or suppose a farmer wanted to visit an agricultural station, he would get a free pass to the agricultural station and back again. In fact, the railways are teeming with facilities. The Victorian railways are run on almost more liberal lines than the New South Wales railways, because the Victorian State is almost over-railroaded, if I may use the expression, and it is simply a matter of making use of the railroads.

41125. So much so that they had to pull some up because they did not pay interest?—Yes. They are even more free with their facilities there. As a matter of fact, when I first came in contact with the Australian railways it struck me that it was the ideal principle of working the railways for the benefit of the country.

41126. I am not suggesting that you should alter your opinion to suit me; I was only putting it to you that there is another point of view, which is expressed by a person who has some right to have an opinion on the matter. There is one other thing which rather struck me. You said that you had a belief in what you described as making the railways free like the roads?—I think it will come to that.

41127. Do you mean that person will be able to walk into a train and go down to Cork for nothing?—Quite so; the same as the road—kept for the benefit of the people.

Free use of the railways to the public the ultimate result.

41128. Can you tell me any road where there is a free omnibus that I can get into?—Of course not. That would be an ideal thing too. But the railroads to-day are so important as a matter of intercourse that they are practically taking the place of roads.

41129. All I want to point out to you is that to supply a road, what you call a turn-pike, free, gratis, and for nothing, for anybody to travel along would not be such a very serious matter; but to supply the means of carrying you along that road also free would be a very serious matter?—The question is whether it would not be repaid by the development of the country.

41130. Do you think that it would be quite fair that you and I, who have a certain amount of leisure, should run down to Bray every fine afternoon at the expense of all the other people who have to stay in Dublin and earn the money to pay for it?—It might not come in that way at the expense of the people; there is many a way in which it might come. As Mr. Sexton says, there are three millions of over-taxation; if we could use that money in Ireland we could give the people practically free travelling..

The cost to be provided for by recoupment of the over-taxation of Ireland.

41131. Take it that you have those three millions: do you think it would be a profitable way of spending it to allow idle people to travel wherever they liked for nothing?—My theory is that the railroad should be as common as the ordinary road. You would not prevent the idle person from walking along the road; you would not prevent the idle man either from going into the train.

41132. Is not your analogy a little mixed?—How is that?

41133. I do not suggest that you should allow the idle man to walk along the railway; he might be killed. But that is your analogy?—Then I would say "use" the railway. Just the same as you would not prevent an idle man from using the road.

41134. But you would not supply an omnibus gratis?—We will not go into the omnibuses yet.

* Official Guide Book, New South Wales Railways, October 1906.

Jan. 15, 1908.

Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture.

Examined by Colonel HUTCHESON POË.

41135. With reference to this question of fish traffic do I understand you to say that from Kinsale fish in bulk goes to Grimsby and comes back again in bulk to Cork?—I cannot answer the question as to how it comes back, but I know that it goes in bulk from Kinsale.

Necessity for improved railway facilities between Kinsale and Cork for fish traffic.

41136. It is only a small residue, as much as is required for local needs, that comes back to Cork, I suppose?—That is all. Such supplies as Cork wants comes back to Cork.

41137. Is that not also the case with Yarmouth, Lowestoft, and all those fishing places on the east coast of England? The' fish there comes in in great quantities, and it is all sent away to London and elsewhere. It is with the greatest difficulty you can get any fish in those places; it is only the residue that is left. It is the same way with Kinsale, owing largely to the difficulties caused by the want of physical connection between the railways in Cork, and the fish having to be carted across Cork to get to Dublin, and the better market that Grimsby supplies. The fish naturally goes where it can command the best price. A small proportion comes back. I am sure you do not want to convey to the Commission the impression that fish in large quantities goes to Grimsby and then comes back in large quantities for distribution in Cork?—What I feel is this. If you had the same facilities given to the fishermen of Kinsale as are given to them by the people who take the fish away to the English ports, Cork would become a great distributing centre for fish. There is a great deal of fish wanted in the country, and Cork would become the distributing centre for it.

The question of fish exported from Kinsale being imported from Grimsby for consumption in Cork.

41138. Does not the want of that physical connection between the railways in Cork rather handicap the fish trade? Fish or any other traffic that comes up from Kinsale or the West has to be carted across Cork, and that is a serious handicap, is it not?—Yes, and we are trying to remove that now.

41139. We have had a good deal of evidence on this question of fisheries from Mr. Green. He stated that the system by which the fishing was carried on by these steam trawlers, and the large consignments made thereby, was very different from what it had been a few years ago. But I did not gather from him that he thought it was to the disadvantage of the fishermen or of the people of the country?—It is very much to their disadvantage. First of all, the prices are controlled by these people. Say the fishermen at Kinsale take so much fish. If they had the alternatives of sending it to Cork market or selling it to these Grimsby people they could hold out for their price. But at present they are blocked. The Grimsby man says that he will give so much a hundred for the fish, and the fishermen may either take it or let the fish rot. There is no other alternative. If they had an efficient service from Kinsale to Cork there would be an alternative, and they could hold out for their price. At present they are held in a ring. The owners of the Grimsby trawlers gather together, and say—"There is good fishing to-day; we will give so much a hundred." They name their price, and they stick to it.

41140. I think I am right in saying that there is no railway connection with the harbour, and if you want to develop the fish traffic that is a part of the problem also?—Yes.

Extent of foreign competition with Irish specialities in English markets.

41141. You make a strong point, and I think very rightly so, of the large sums of money paid to foreign countries for what you call Irish specialities—dairy produce, butter, eggs, and bacon?—I calculate that something like £40,000,000 per annum is going out of England for foreign produce which Ireland could supply.

41142. I was looking at the returns of the Department of Agriculture, from which it appears that the butter, eggs, and bacon imported into Great Britain from the Continent, not to speak of the Australian and Canadian imports, amounts to twenty-two millions a year?—That would be a very low calculation.

Necessity for low export rates for agricultural produce.

41143. Those are the figures in the returns of the Department of Agriculture for those three commodities only—butter, eggs, and bacon—not taking into account the Australian and Canadian imports. Against that, in those three commodities, we export something like eight millions. Although Mr. Acworth seemed to think that half per cent. would make very little difference to the butter manufacturers of this country, I think, with all due deference to him, that when we have evidence that Copenhagen butter is brought in in large quantities at something like 24*s.* or 25*s.*, as against 40*s.*, it makes a considerable difference. At any rate, I understood you to say that you attach great importance to winter dairying, and I certainly think that is a very important factor; but would it not be an additional inducement to farmers to start winter dairying, which they are reluctant to do (I think it is a pity they are), if at the same time they had some promise of considerable concessions held out to them by the carrying companies in the shape of lower rates?—Of course it would.

41144. That would be a great inducement?—Yes.

41145. And it would probably very materially assist in recovering a great deal of this trade which is now in the hands of the producers on the Continent?—Yes.

41146. You refer in your proof to the rates on leather. We have had some evidence about that. I think that at Limerick there are one or two tanneries?—Two, I think.

41147. In spite of that argument about a few pence in the ton not making much difference in the case of leather, because boots are expensive articles, when you come to figures such as you point to in your proof—leather from Liverpool to Dublin, 7*s.*; from Limerick to Dublin 22*s.*—I presume they must very seriously handicap the Limerick manufacturer?—Quite so.

41148. Such rates must seriously handicap him in trying to place his goods in his own market, that is, in his own country?—Yes.

41149. I take it that that is all you wished to draw our attention to?—That is the important fact, yes.

41150. With regard to the general question of unity of management, I presume you are aware that there has recently taken place a great amalgamation between two large English companies?—Yes.

41151. The Great Central and the Great Northern Railways?—Yes.

41152. I read an interesting report of a meeting of the shareholders of the Great Northern Railway the other day; I think the meeting was held in December. One of the terms of the arrangement was that the Great Northern Railway should pay the Great Central Railway in respect of capital expenditure a sum of £100,000 a year. That was in addition to other terms. The Chairman of the Great Northern Company, Lord Allerton, in recommending the terms to the shareholders, some of whom rather objected to this item, said he thought it was a mere flea-bite, and that owing to the great field for economy which would be opened out by the amalgamation of the two companies the money would be paid without the smallest difficulty. He stated that the improved working of both passenger and goods trains and the avoidance of unnecessary duplication of services would bring about very large economies. If such economies as that—£100,000 a year in one instance only—can be brought about by the amalgamation of two large companies, is it not reasonable to suppose that where you have twenty-six or twenty-seven companies, as we have in Ireland, the unification of management would result in similar economies here?—I have no doubt about it.

41153. I think it is a strong argument?—I think there would be a great saving here by amalgamation.

41154. Not so much in directors' fees and so on, which do not amount to much, but in the improved running of trains, both passenger and goods, and by the avoidance of unnecessary services and the competing of one with another; one service would do what perhaps two or three do now. All these things entail cost?—There is one other point referred to in my proof. I think that anyone who has lived under an amalgamated railway system would dismiss the idea of dividing the railways into two systems.

41155. *Mr. Sexton.*—You mean State railways?—Unified railways. To my mind one of the special features of the system is that a poor railway would be helped by the richer railways. Take Australia. A line was built at the expense of the Government, and it was run for ten or fifteen years at a loss, the loss being made up by another railway that was making enormous profits. If you divide the railways of Ireland into two systems, the Northern and the Southern, the Northern may be very successful and keep all their money to develop their own system, while the Southern system may be poor and stunted. On the other hand, if you have one system for the whole country, if the Southern railways want a little

help for a few years it could be supplied by the railways in another part of the country.

41156. Or conversely?—Yes.

41157. *Colonel Hutcheson Poë.*—The reserves of the whole system would be available for supplying whatever deficiencies there might be on any one part of the system?—Yes. That is a very important point to urge, so that there should not be two systems in the country. Such a scheme would spoil the whole thing in addition to doubling the administrative management. I always thought that that was one of the great features of a unified system, that a helping hand could be given wherever it was wanted.

41158. *Sir H. Jekyll.*—Such a system is peculiarly applicable to a new country which requires developing?—Quite so. In this country the railways follow population, because no company will build a railway unless they see some prospect of a return upon their capital; whereas in Australia if the Government came to the conclusion that they would drive a line fifty miles into a part of the country in order to develop it they would immediately build the line and run it for perhaps ten or fifteen years at a loss.

41159. *Mr. Sexton.*—That would account for apparently high rates and fares for a time?—I do not admit that there are high rates and fares.

41160. I mean until the population came there?—There might be high rates on that particular line.

41160A. *Sir H. Jekyll.*—They proceed on the principle of providing facilities before the traffic?—Yes.

41161. In order to create traffic?—Yes.

41162. *Colonel Hutcheson Poë.*—You alluded to the high fares in this country as compared with the Continent. According to the return of Mr. M'Nulty, the third class passenger fare on the ordinary slow train in Holland works out at ¾*d.* a mile, and in Belgium, Germany, Denmark, and Austria at ½*d.* With your knowledge of Ireland, and your wide experience of the country, are you of opinion that a penny a mile—which is the third class Parliamentary fare in this country—while it may not operate injuriously in England where there are large manufacturing populations, is a heavy rate to charge third class passengers in Ireland?—Quite so.

41163. Do you think that probably a reduction to ¾*d.* per mile would lead to a great increase of third class traffic in Ireland?—Yes.

41164. An Irishman is inclined to travel if he can?—Yes. I think that that is one point on which some of the witnesses do not appear to have touched to any great extent—I mean the personal traffic as apart from the goods traffic. Many a merchant in a country town would run up to Dublin himself and buy his goods personally and make better bargains for the carrying on of his business, but the fare deters him. If he were in Belgium, where, for a payment of a few shillings, he could travel all over the country for a week, he would go to the different centres and buy his goods. You see what an enormous advantage that would be to him. That is a point which has not been insisted upon sufficiently. The personal traffic is a very important factor.

41165. While you state very fairly that you do not blame the railway companies for their administration of the lines as they exist, and that they do their best under difficult circumstances and with difficult material, still I take it you would expect that if there were anything like unity of management many reforms in regard both to passenger fares and goods rates could be introduced which it is impossible for the railway companies under existing circumstances to attempt?—There would be such savings that they would be able to lower goods rates and give further facilities for passenger traffic which at present the railway companies cannot do. With regard to the managing body, my idea was to have a council elected by the country, say, two members from each province; that would constitute the railway board. They would have under them, say, three railway experts, as they have in Australia, who would be responsible for the technical details of the management of the lines. That would be my ideal, because it would secure that the lines were worked for the country.

41166. *Mr. Sexton.*—The elective body would have an expert board?—Yes.

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Rev. P. J. Dowling, C.M., Cork, Lecturer for the Department of Agriculture.

The advantage of cheap travelling facilities to traders.

Suggestion as to the constitution and administration of the controlling body of the nationalised railways.

Captain H. M'Ternan, D.L., examined by Sir Herbert Jekyll (*in the Chair*).

41167. Captain M'Ternan, you are a Deputy Lieutenant and a Justice of the Peace?—Yes.

41168. You have had considerable experience as a resident magistrate?—Yes.

41169. You reside in the country, and know its wants?—Yes.

41170. What is your view as to the future of the railways?—I think they should be made the property of the State and given to an Irish authority to manage.

41171. You advocate the purchase of the railways by the State and handing them over to an Irish authority?—Yes.

41172. An elected authority?—Certainly.

41173. What have you to say about the rates for goods?—I have not very much experience, but I have some experience. I don't think some of the railways make the effort that they should to oblige customers in carrying small parcels, for instance, bread from Dublin. I communicated with Dublin as to getting bread for my family, and Messrs. Kennedy wrote to say that the charge on a 2 lb. loaf would come to three farthings, so I could not get it. Last year I sent off boxes of fowl to friends in England. One box, 36 lbs. weight, cost 3*s.* 6*d.* to Chelmsford; another, 30 lbs. weight, cost 2*s.* 6*d.* to London. Mention has been made of the carriage of potatoes from Foxford. I know that I paid two shillings for the carriage of a cwt. of potatoes from Boyle to Dublin. That would come very nearly to the rate that the preceding witness gave.

41174. Have you anything to say as to the rates to Castlerea?—I should not be surprised if that was improved, but the people living in Castlerea had to get cattle from Dublin, a 5 ton wagon of cattle, more cheaply by having it sent on to Ballyhaunis, 15 miles further on, and then brought back to Castlerea.

41175. The cattle were brought 15 miles past Castlerea, and then brought back again?—Yes.

41176. Can you account for that in any way?—No, except that there was competition at Ballina. The cattle were the same. They were brought on to Ballyhaunis, and then brought back again to Castlerea.

41177. Are you satisfied with the condition of the carriages?—Except the third class. I think the third class are very bad. There are no cushions on the seat, they are dirty, and there is no cloth on the floor.

41178. That is on the Midland Great Western Railway?—Yes.

41179. Your observations are confined to that line?—Yes.

41180. Have you seen any recent improvements lately?—I have not been on it very lately until the day before yesterday. Another thing is I should like to see railways built to improve the country. Parts of it are very badly off, in my opinion, for railways. From the Arigna district down to Sligo is in want of a railway

41181. That has been mentioned by other witnesses?—Mr. Long, when Chief Secretary, offered £24,000 to make 3½ miles of railway up the Arigna valley. The river Arigna is between the mountains of Leitrim and Sligo.

41182. Was not that refused?—The County Council would not take it because they were afraid they would be taxed, although there was no interest to be charged, and there did not seem to be any risk, yet they would not run any risk. The new line of railway starting from Arigna station now is not going up the Arigna, which runs up between the mountains of Leitrim and Sligo. Both are very high, and are full of coal and iron ore. I think that is a great mistake. They intend to apply for help from the State to make a railway round by Ballyfarnan and Collooney. I hope they won't get it unless they make the line up the Arigna valley to develop the resources of the country. They have not put it into their Bill. I have been protesting against their leaving it out.

Captain H. M'Ternan, D.L., Boyle, Co. Roscommon.

M. G. W. Ry. Co.'s 3rd class carriages condemned.

Necessity for further railway extension in Ireland

Proposed extension from Arigna to Sligo.

The Government grant for an extension in the Arigna Valley.

Refused by Leitrim Co. Council. Omission from the Sligo project of a link to the Arigna mines.

Jan. 15, 1908.

Captain H. M'Ternan, D.L., Boyle, Co. Roscommon.

Examined by Mr. SEXTON.

41183. You live in the County Leitrim?—In the County Sligo, but I am mixed up with the County Leitrim a great deal. I have 7,000 acres of land in that county.

41184. You know that the Leitrim ratepayers have to bear a guarantee which has run as high as two shillings in the pound?—Yes, but that was given without any limit.

41185. It is not now so high, but it is still very oppressive?—Yes.

Reason for the refusal by the Leitrim County Council of a grant for railway extension at Arigna.

41186. Perhaps you will confirm me that the reason why the ratepayers refused to carry out the arrangement as to the £24,000 was that they apprehended there might be an increase of the guarantee levy by reason of a further deficiency in receipts to pay the working expenses?—That is the allegation, but the £24,000 was to be given free of interest, and I could not see how it was a risk to take money which they were getting free of interest.

Guarantee offered by the Gt. Northern Railway Company.

41187. The branch line was to be constructed with capital, for which no interest was to be charged, but the ratepayers apprehended that the line would show a deficit in working expenses?—The Great Northern line offered £500 a year to guarantee that line in the Arigna Valley, so that it would not be a loss to the ratepayers.

41188. For a certain time?—I am not sure that there was any limit of time.

41189. There was this apprehension apparently on the part of the ratepayers?—So the County Council said.

41190. They thought so?—They said so, and thought so, I am sure.

Necessity for a railway up the Arigna Valley to the coal mines.

41191. There is a great need of additional lines in Ireland?—Yes, there is, but I think it would be a great mistake for the interests of the public at large, and for the development of Leitrim and Sligo, too, to leave out this line up the Arigna Valley, because it runs up to the mountains, and the people could run the coal down to the railway at Arigna, because I don't think the railway could be made in any other way, because it is a hilly place, full of iron and coal. They are working two or three pits there now.

41192. If we are to judge from the evidence here, there is a strong movement of opinion in various parts of the country in favour of the construction of up to perhaps about 1,000 miles of various links and branches?—I am sure there is. Leitrim wants a branch badly.

Question of obtaining money for further necessary railway extensions.

41193. What is the best way of getting the transit system developed to that extent?—To get the money.

41194. How?—Either by a company; this new railway is going to be built by a company with some help which they hope to get from the State.

41195. The branch lines are wanted for those parts of the country which have hitherto been avoided by the companies, for the simple reason that they did not foresee a profit.

41196. That of course leads to a certain strong presumption?—Yes.

41197. Is there any real prospect of the completion of the transit system in Ireland if the matter is left as at present between companies, guaranteeing ratepayers and the British Treasury?—I fear not.

Creation of an authority to control the railways advocated.

41198. What would you say to the creation by Parliament of an authority which would take the railways as a whole and the resources incidental to the railways into their hands?—I would say it would be the best way to settle the matter.

41199. And out of such resources to provide the annual charge requisite for capital to build these branches?—Quite so.

41200. You put it very strongly here that the rates for goods, so far as you know, are quite excessive?—I thought so. I am not very conversant with the rates.

Excessive railway rates a subject of general complaint.

41201. But you move about, and meet all classes of the community, and you discuss these practical questions, and you say that traders in your district have actually given up the selling of certain classes of goods in consequence of the pressure of rates?—There are great complaints about excessive rates. Bread is sent from Belfast to Riverstown, which is close to me, but the railways won't give any facilities for it coming from Dublin to there. The Northern lines do, but the Midland Great Western won't at such a rate that the traders can sell it.

41202. We had a contented flax manufacturer here to-day who pays for railway freight less than a penny for every pound sterling worth of flax; but here where you want bread the freight on 10*s.* 6*d.* worth would be 4*s.* 6*d.*, which would be 40 per cent. of the value of the article?—That would be by passenger train.*

41203. You gave up getting bread from Dublin?—Yes.

41204. Looking to what you say as to traders giving up trade owing to excessive rates, is it not vital that in whatever united system may be devised for Ireland there should be perfect security that every surplus should be available for reduction of rates.

41205. The finance of the question being practically managed between the Imperial Government and Ireland, the lines should be the property of Ireland?—Yes.

41206. And worked by an authority responsible to the Irish people?—Certainly.

Examined by Colonel HUTCHESON POË.

41207. Who are the promoters of the Bill before Parliament as to this proposed line from Arigna up to Collooney?—I cannot tell you. Mr. M'Andrew is the secretary. The others are English people. The County Council of the County Sligo is backing it up.

41208. We have heard a great deal about considerable friction, animosity, and dissatisfaction felt by the people of Leitrim at the fact that the railway and the coal company are, so to speak, in the hands of the same people?—This company will also suffer from the same thing I am afraid.

41209. I was going to ask you whether there is really as much in that grievance as people coming before us say?—I can only judge by the evidence given here. I live in Sligo.

41210. You don't know from the circumstances of the case or your own knowledge sufficiently well?—I do not, but I think something of that kind is likely to arise. With regard to the new railway, the engineer to the new railway, who is the only person seen in connection with it in the country, told me himself he had taken options of nearly all the coal and iron around the railway which they propose to make. They have left that line of railway up the Arigna Valley out of the Bill. I take it they intend to make, perhaps, with private means. If they do they will have the whole key to the Arigna coal and iron ore. A supporter of the present proposed line, and an M.P., told me the proposed company have got options of coal and mineral lands that would supply them for 200 years. This makes it very clear that they would not allow any person opening mines to run their coal over their Arigna Valley line if made by their private means, in case the pits were competing with the company's pits.

41211. From the existing railway they will make a private line to their mines?—Yes.

41212. What is the objection to that?—They would penalise and handicap private owners. I am interested as the owner of 2,000 acres of land near Arigna. If they made a private line themselves they could handicap other people working the mines, particularly when they promised me they would make it, and that it would be part of the Bill.

41213. The line leaves the Arigna coal mines out of the question?—Yes. The three miles for which Mr. Long gave the grant was to go up the mountains. The engineer told me that they would make this 3½ miles themselves, but they have not put it into the Bill.

41214. Suppose this line takes the route to Collooney, and there was a condition in the Bill that the coal company was to make the extension to the mines themselves?—I don't wish them to have control of the mine as a private property.

41215. You think there should be a provision in the Bill compelling the company to make the line?—Certainly.

41216. You refer to third-class carriages as filthy, with no cushions and no cloths on the floor?—They are very cold and comfortless.

41217. Does that opinion apply only to the Midland?—To the Midland Great Western principally.

41218. You are aware that of the 29,000,000 people who form the travelling public in Ireland, 24,000,000 are third-class passengers?—Yes.

41219. It is the third-class passenger pays the dividend?—Yes.

41220. That being so, you think he is entitled to a little more consideration than he gets?—Yes

* See Appendix No. 14.

41221. Further than that, would not you say that while the large majority of the people in the country are obliged to travel third-class, if the railways saw their way to make an appreciable reduction in second-class fares a great many people who now go third-class would be glad to go second-class?—Quite so. I have heard the third-class carriages compared to a plank bed. I have never been on one yet. I hear that they are very uncomfortable.

Mr. J. W. MANNING examined by Sir HERBERT JEKYLL (in the Chair).

41222. You live at Rosapenna, in the County Donegal?—Yes.

41223. You represent the hotel and tourist trade, do you not?—Yes.

41224. You are in frequent communication with fishermen, farmers, and the travelling public?—Yes.

41225. So you represent very fairly those classes in your district?—Yes.

41226. What is the district to which you particularly refer?—The railway with which I am particularly concerned is the Londonderry and Letterkenny and the Letterkenny and Burtonport Extension Railway.

41227. What have you to say about the passenger service locally on those lines?—We have had reason to complain of the various serious breakdowns on the line.

41228. Has there been no improvement then recently?—Yes.

41229. It was very bad I know some years ago. Has the service not improved?—Yes. It has during the past season.

41230. There has been no great cause of complaint comparatively speaking?—Comparatively speaking not.

41231. Now, what is the number and condition of the carriages?—Visitors coming to me complain that there is no heat supplied to the carriages.

41232. Is not the tourist traffic mainly a summer traffic?—No. We get some very early in the season. Our seasons lately have been cold and bad.

41233. Do you mean to say you get many visitors in the cold season in that wild part of Donegal?—Yes. Our fishing begins in February.

41234. Do you include these in the tourists?—Yes. I include these in my season's work.

41235. During the summer months have you anything to complain of as to the number and condition of the carriages?—As to the number—that is all.

41236. There is insufficient rolling stock?—Yes.

41237. What about connections?—The connections also we rather complain about.

41238. The connections at Letterkenny particularly?—With the main line trains leaving Londonderry.

41239. Have you any remark to make about the goods?—We sometimes have to complain about the undue delay in delivery. I may say that those cases are not very recent either.

41240. Things have improved in fact?—Yes, they have.

41241. You have not been very successful in your appeals to the Board of Trade, I understand?—No. That is really a very serious matter.

41242. Are you referring to the appeal you possess under the Order in Council?—Yes.

41243. By the guaranteeing ratepayers?—Yes. They have appealed unsuccessfully.

41244. I remember the appeal took place about one and a-half years ago and it was withdrawn?—There is one appeal I am informed by Sir John Olphert was forwarded by him to the English Board of Trade at the request of the Irish Board of Works, and Sir John was afterwards informed that no steps would be taken. He was first informed that an inquiry would be held, and then informed that an inquiry would not be held.

41245-46. Quite so, the reason being that the request for the inquiry which was made by the ratepayers at the instance of the Board of Works was withdrawn by the ratepayers also at the instance of the Board of Works?—I was not aware of that.

Examined by Mr. SEXTON.

41247. In your avocation you have special opportunity of learning the views of merchants, farmers, and others on the general question of railways?—Yes.

41248. What is their opinion about the level of passenger fares and of rates on goods?—I have no complaints and no particulars to go into. Speaking for myself, I have no complaints to make of rates.

Desirability of a general reduction in fares and rates.

41249. Are you acquainted with the opinions of the fishermen and others connected with the fishing and other industries in your district?—I cannot say I have ever heard them complain about rates, only about delays.

41250. Would you consider it important or valuable to the country if passengers could move about the country more cheaply, and if goods could be exported to England to compete with the Continent more cheaply than at present?—That would be of very great value, particularly as the tourist business is the one thing which is growing fast in the country.

Industrial development would be assisted by lower rates.

41251. Should you think it important if industries, struggling industries in Ireland, such as shirt factories and fishing, could have their produce exported or even moved about in Ireland more cheaply, so that sales would be promoted?—Certainly I would.

41252. Would you be in favour of such a form of the railway system as they have in many other countries—namely, a united system of lines more cheaply worked, so that there would be means available to reduce fares and rates to the level of those of other countries?—Yes. Would that be amalgamation?

Unification of the railways under Irish control advocated.

41253. By unification?—Yes. I think in that way it would be to the public good in the way of reduced rates.

41254. Do you think the most likely way of securing it to the public good would be that the railway authority should be responsible to the public?—The State.

41255. To the Irish public?—Yes.

Examined by Colonel HUTCHESON POË.

41256. You say in your proof that you wish to present some petitions signed by general merchants, farmers, and other persons. Did you bring them with you?—Yes.*

41257. From what particular towns?—Falcarragh, Dunfanaghy, Creeslough, and Dungloe.

41258. All on the Burtonport extension?—Yes.

Petitions from traders complaining of unsatisfactory working of the Burtonport extension line.

41259. In your opinion is the unsatisfactory condition of things which exists apparently along the whole of that system leading to Burtonport more or less attributable to the way in which the lines are worked by the Londonderry and Lough Swilly Company; is that your opinion or not? We have had a great deal of evidence, and there have been many complaints as regards the line, stores, rolling stock, breakdowns, and different other allegations of that kind. What I would like to know is to what do you attribute these complaints?—Personally I believe from observation it must be due to defects in the rolling stock and engines.

Which is due to defective rolling stock and engines.

41260. Are you satisfied with the way in which the Londonderry and Lough Swilly Company run that system; they practically run the whole thing; they are practically responsible?—I could not go so far as to say there was mismanagement on their part, but I have been personally on the trains that have broken down, and I have been told that the cause of being stuck was the engine having broken down. Whether it was mismanagement that the engine should break down I could not say.

Question of Letterkenny Railway.

41261. You are not in a position to express an opinion as to whether in the event of an arrangement being come to to enable the Londonderry and Lough Swilly Company to take over the Letterkenny line it is desirable in the interests of the community generally or otherwise?—No; but I would like to refer to this matter in connection with the new line from Strabane to Letterkenny.

41262. That is to be opened in March or April?—Yes.

The opening of the Strabane to Letterkenny Extension.

41263. What about that?—On behalf of the tourist business, with which I am personally concerned, I

* See Appendix No. 15.

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Mr. J. W. Manning, Rosapenna, Co. Donegal.

Effect on the traffic of the Burtonport line.

am afraid that when that line is opened it will be of no value to us, owing to the want of connection with the Letterkenny and Burtonport line.

41264. It is rather premature to say whether it will be or not. The line is not open, and it is impossible to say what connections they will make, but we have evidence to show that with the exception of the unfortunate ratepayers who are responsible for the Letterkenny branch, the opening of the line will be a very great advantage to the residents of this district. People between Letterkenny and Londonderry who have to pay a guarantee will suffer, because traffic will be diverted, but it will give a connection from Letterkenny down to Strabane, Belfast, Dublin, and other places which they at present don't possess?—Yes, if the connections are run.

41265. It is a little premature to say that they won't be run?—They belong to different companies, who are in opposition.

41266. *Colonel Hutcheson Poë.*—I think we can deal with those grievances when they arise.

Mr. John O'Dea examined by Sir Herbert Jekyll (*in the Chair*).

Mr. John O'Dea, Trader, Clarecastle, Co. Clare.

Clarecastle industries.

41267. You are in business, I think, at Clarecastle in the County Clare?—Yes.

41268. In the hardware business?—Yes.

41269. What is the principal trade which is carried on in your district?—Our district is a very good one for corn-raising, and timber and coal are dealt with, Clarecastle being a port.

41270. I suppose that the timber and farm produce are exported?—Yes.

41271. How do they go?—By boat from Clarecastle.

41272. Do they also go by rail?—Yes; from Clarecastle station. There is also hay-pressing, which I forgot to mention.

41273. Can you give me instances of the rate, say, to Cardiff?—Yes; the rate on pressed hay in wagon loads containing 3 tons would be about £1.

41274. How does it compare with the rate by steamer?—The rate by steamer would be 12*s.* 6*d.*

Comparison of rates for hay, &c., by steamer and by rail, Clarecastle to Cardiff.

41275. So there is a difference of 7*s.* 6*d.*?—Yes. You very often may chance to get a steamer for ten shillings a ton, to take it to Cardiff, which would be half the carriage.

41276. But that is a chance?—Yes. The usual thing is 12*s.* 6*d.*

41277. Does the same thing apply to the other articles you have mentioned, like timber and so on?—Yes.

41278. What are the rates on hardware from Wolverhampton to Clarecastle?—They class hardware under several headings, but it usually comes to me in casks, and now they have one fixed rate to Clarecastle, which is 56*s.* 8*d.* per ton.

41279. *Mr. Sexton.*—From where?—From Wolverhampton to Clarecastle.

41280. *Sir Herbert Jekyll.*—That is for small articles packed in casks?—Yes, 3 or 4 cwt. casks.

41281. The articles in the casks would be small?—Yes.

Complaint of excessive rate for hardware from Wolverhampton.

41282. *Mr. Sexton.*—Would you have to get a ton to get that rate?—No; a 2, 3, or 4 cwt. Usually it is 56*s.* 8*d.*

41283. *Sir Herbert Jekyll.*—How does that rate compare with the rate from America, from Chicago?—Four years ago I started business in Clarecastle as a seed merchant. I find that the railway people have been charging me a rate of 73*s.* 4*d.*, in a great many cases a good deal higher; for one item alone, 2 cwt. 2 quarters, something like 12*s.* 5*d.* That is something like 100 shillings per ton.

41284. How long ago?—12 months ago, one particular item.

Overcharges refunded by G.S. & W. Company.

41285. You have just told us that the rate was 56*s.* 8*d.*?—Yes; the rate at present which I have got from them is 56*s.* 8*d.* I also got a refund of all the previous excesses that had been carried over the line at 73*s.* 4*d.*, 80 shillings and 100 shillings, as the case might be. I hold the different dockets, if you wish to see them.

41286. Was the 56*s.* 8*d.* rate the result of negotiations between you and the railway company?—Yes; very long negotiations extending over 12 months. (*Dockets produced.*)

41287. Can you explain why these parcels are at different rates—one at 73*s.* 4*d.*, and one of 14 lbs. at a rate of 108*s.* 4*d.*?—No.

Mr. Smyth (*G.S. and W.R.*)—There may be different commodities.

41288-9. *Mr. Sexton.*—Were not they both hardware?—They were all hardware, but they embraced a number of different things. There was another one for 7 lbs. that cost 2*s.* 9*d.* to bring from Wolverhampton.

41290. That is a bale of whips?—Yes.

Mr. Smyth (*G.S. and W.R.*)—They are very easily broken and a very brittle article, and, of course, they are charged at the smalls rate for one-quarter weight.

41291. *Sir Herbert Jekyll.*—I think you made some comparison of rates from Chicago as compared with the rates from Wolverhampton?—Yes. The rate from Chicago to New York, 1,000 miles, would be on the smallest consignment 48*s.* 2*d.* per ton, and on large consignments 32*s.* 4*d.* per ton.

41292. That is between Chicago and New York?—Yes, 1,000 miles.

41293. You would not say there was any analogy between the conditions in America having regard to the distances, and so on, with the conditions prevailing in Ireland?—I would not. The rate from New York to Liverpool would be 12*s.* 6*d.* per ton plus 5 per cent. for every forty cubic feet.

41294. Which of the districts are specially affected by these high railway rates?—The districts between Ennis and Kilrush.

41295. Between the Shannon on the one side and the sea on the other?—Exactly.

41296. Has any attempt been made to establish a motor service?—Some time ago an attempt was made but it fell through. It was not a motor service that they wished to establish but a traction engine service.

41297. For the carriage of goods, not of passengers?—Yes.

41298. A motor service would be more useful for passengers?—Possibly.

41299. It is hardly applicable to heavy goods?—It would, because at present a motor service is not more severe on the roads than a common cart. Some of the new motors, with their engines, are only two tons weight—the Renard road train, for instance. Then a great many people down in County Clare are thinking of approaching the County Council with the object of having three or four routes served by the motor service.

41300. It has been talked about, but nothing has been done?—Yes.

41301. Not even as an experiment?—No. Not as yet.

41302. How about the train service to Clarecastle: is it adequate?—It is a great deal better than it was. Goods were often delayed a day and a night at Ennis. Somehow they did not run it through, but they do now.

41303. So there is not the same cause of complaint now that there was a comparatively short time ago?—No. In fact, I can see no cause for complaint since I brought this under their notice.

41304. Is there any steamboat service from Clarecastle to Limerick?—Yes. We had a weekly service there, but the Limerick steamship people were unsatisfactory. They did not exactly suit the requirements of the people to whom they were delivering the goods, and it fell through.

41305. It has been discontinued?—Yes; but had there been a good cross-Channel service established either with the Clyde Shipping Company or the Limerick Steamship people, delivering quantities as far as Clarecastle, by establishing that with those three or four services with termini at Clarecastle or Ennis—but Clarecastle would be more central, being the port, to have the distributing station—it would materially advance the County Clare.

41306. Is there any prospect of that service being resumed from Limerick to Clarecastle?—There will be, but not until such time as those three motor services are running through the county not served by railways at present. For instance, I have got a map of the county, and I have those three principal routes mapped out in red. In one portion you have the best corn-producing district in Ireland. That is the district from

Ennis to Limerick, by the Fergus. (*Map produced.*) Steamers of 500 tons can get in to Clarecastle. Here we have a valuable coal mine fourteen miles beyond Clarecastle; if we could only touch on these places.

41307. There is no suggestion that this country should be developed by means new railways?—No. I would suggest no more new railways until we have at least a ten-fold turnover in our industries in Clare.

41308. There would not be sufficient traffic to warrant them?—I fear they would not pay.

41309. You think something in the nature of a motor service would be better?—Certainly I say a motor service would pay because it is got up at a fractional part of what a light railway would cost.

41310. Have you had any suspicion of undue preference being given to some traders against others?—Yes, as far as having a difficulty first in getting a rate for six-ton lots of petroleum from Limerick, for instance.

41311. By rail?—By rail from the tanks there, and delivered in six-ton lots, I was at first charged 7*s.* 3*d.* a ton. I wrote refusing it, and a few days afterwards I got the reduced rate of four shillings a ton.

41312. Have you any reason to suppose that some traders were charged 7*s.* 3*d.* per ton while others were charged 4*s.*?—That very case which I have given gave me to believe that some of those people, very extensive merchants, would get a preference beyond a small trader.

41313. Does it depend at all upon the quantity taken?—Yes. A six-ton lot is the most you can take, and a 4*s.* rate is the minimum rate.

41314. What is the published rate?—Since that it has been published at 4*s.*

41315. Everyone is charged only 4*s.*?—For a six-ton lot.

41316. To come to the general question, what is your idea about the management of Irish railways as a whole?—I would have them managed by an Irish body, and I would have that body elected by the people, a representative body.

41317. Such representative body to control the work of the railways?—Yes.

41318. With experts working under them?—Yes; at least from four to six railway experts.

41319. What do you think would be the special advantages of carrying out such a plan?—I think it would tend to a great extent to increase the products of the country.

41320. You think it would benefit the country generally?—Yes.

Examined by Colonel HUTCHESON POË.

41321. With reference to this question of preferential treatment, you are aware that it is perfectly legal for a railway company to give a trader or anyone a specially reduced rate for consignments in bulk so long as they give everybody who sends consignments under the same conditions the same rates?—Certainly.

41322. I gathered from your answer to the Chairman that in this particular instance the rate for this particular commodity was 7*s.* 3*d.* per ton?—Yes.

41323. And for six-ton loads they gave it at 4*s.*?—The reason I knew about the 4*s.* rate was that I acted as manager for an Ennis firm in Ennis, and we had been paying the 4*s.* rate. Clarecastle is two miles nearer Limerick than Ennis. Consequently I did not see why we should be charged 7*s.* 3*d.*, as against 4*s.*

41324. They charged you 7*s.* 3*d.* on a six-ton lot?—The first time I refused it. Then they gave the 4*s.* rate.

41325. They gave you the same rate as the others?—Certainly.

41326. Then I don't think you have any right to complain that they charged you 7*s.* 3*d.* It might have been an oversight. They gave you the 4*s.* rate?—Yes.

41327. Is that the only instance you can give of preferential treatment?—That is the only instance. It may have been an oversight.

41328. The railway company, when it was brought to their notice, at once gave in. If you have any other instance the Commission would be glad to hear it?—I would not go so far as to say that I have any other instance.

41329. *Mr. Smyth (G.S. and W.R.)*—4*s.* is the rate in the rate book. There never was any other rate. I would like to know the date?—The date is 20th December, 1904. *Jan.* 15, 1908.

41330. *Colonel Hutcheson Poë*—Is that the invoice of this particular consignment at 7*s.* 3*d.*?—Yes. (*Produces docket*). Mr. John O'Dea, Trader, Clarecastle, Co. Clare.

41331. *Mr. Smyth (G.S. and W.R.)*—This is 4*s.* The railway docket shows 6 tons 6 cwt. at 4*s.*, £1 5*s.* 3*d.*

41332. *Colonel Hutcheson Poë.*—The Commissioners, I think, are satisfied that there is nothing in that particular case?—The 7*s.* 3*d.* a ton was in the railway books. By the time I took the oil the delivery docket was made out at 4*s.* Rate for petroleum, Limerick and Clarecastle.

41333. Did you see the railway books?—Yes.

41334. Did you see it entered in the rate book?—There was £2 5*s.*, or something like that, in the first instance. I wrote back saying I would refuse to take the oil on that. I got back a reply saying they would reduce it to the 4*s.* a ton rate. Charge of undue preference.

41335. *Mr. Sexton.*—Were the rates shown differently on the two dockets—was the 7*s.* 3*d.* rate shown on the first docket and the four-shilling rate on the second?—I have not kept the 7*s.* 3*d.* docket at all. In fact, I am not quite certain if ever made out.

41336. *Mr. Smyth (G.S. and W.R.)*—You do not suggest a second docket. There was no other docket made out?—There was not, I think.

41337. *Colonel Hutcheson Poë.*—I think it was evidently an error?—It may have been an error on the railway company's part. That is the only particular item I can give you. Of course I don't say the railway people are to blame, for one item particularly, as I only gave one particular instance.

41338. With regard to steamship communication between Limerick and Clarecastle, manifestly it would be to the advantage of the people in Clarecastle to have a competitive route with the railway?—Yes. Prospects of traffic to justify a steamship service between Clarecastle and Limerick.

41339. Do you think it possible that there would be traffic to pay both the railway and the steamship company. If you have a railway running alongside the steamship route to serve a small amount of traffic you would starve one or the other, though naturally the trader would get the benefit of each trying to get traffic by cutting the rates as low as possible. Would there be enough to keep both alive?—I think so.

41340. A good deal of the evidence here tends to show that competition to a certain point, is beneficial, but if you bring the railways into it, where there is no necessity for competition, the advantages derived from competition are of the most remote kind?—Exactly so. In some districts. Benefit of competition.

41341. It would not be a desirable factor to introduce into the situation to have two or three companies struggling, one against the other?—It is desirable for the traders.

41342. But if it meant that the railway would be largely derelict—you would not wish that?—I would not wish that.

41343. If there were goods enough to justify the steamship service, and enough goods requiring more rapid transit for the railway, it would be different; but from the evidence I question whether there would be enough traffic, agricultural or otherwise, to justify two competing lines running a parallel course. You have spoken of a motor service as being desirable for portion of the county between Ennis and Kilrush?—Yes. Suggested motor service in the Kilrush district.

41344. You are aware that up to quite recently there was a coach service between Ennistymon and Ballyvaughan subsidised by the Board of Works for a considerable number of years, and that the receipts were so ridiculously small that they were obliged to discontinue it?—Yes; but that was only for the season, for three or four months, for the tourist traffic. Failure of a former subsidised coach service between Ennistymon and Ballyvaughan.

41345. It went on for several years, and the expense was so heavy that they had to discontinue it?—What I would suggest about the motor service running to three different parts of the country is that the products which it would carry would be sufficient for a good steamship service and also to feed the railway service. Prospects of traffic for proposed road motor services.

41346. You think there are sufficient agricultural resources in that district?—I am quite sure there are. It is lying quite derelict, a lot of it, for 14 or 16 miles.

Jan. 15, 1908.

Mr. John O'Dea, Trader, Clarecastle, Co. Clare.

Hay traffic from Clarecastle.

41347. Is there much crops raised in the district?—Yes.

41348. A great deal more than supplies the requirements of the district?—Yes.

41349. You spoke of hay going to Cardiff. I presume all the hay sent there would go direct by sea?—Some of it went by train also, from Clare to Waterford and from Waterford to Cardiff.

Disparity between American and Irish rates.

41350. You say that the rate by rail is 7*s.* 6*d.* dearer than the direct sea rate. That does not seem unreasonable?—No; but I am showing both rates.

41351. *Colonel Hutcheson Poë*—With regard to America the comparison is worth very little, because there they run not only wagon loads, but train loads. One great instance of low rates is tinned fish, which the railway companies will take from San Francisco to New York and right across the Atlantic to Liverpool at something like 5 cents a cwt., simply because they can do it in such enormous quantities.

Examined by Mr. Sexton.

41352. I gather that the rate on small consignments from Chicago to New York is 46*s.* That appears to be a rate of a half-penny a ton a mile?—Yes.

41353. It is 32*s.* 4*d.* on the larger consignments, which is about one-third of a penny per ton per mile?—Yes.

41354. There is an extraordinary difference between these rates and the railway rates on this side?—Yes, a great difference.

41355. You think, from your experience, that the Irish lines should be governed by a central elected body?—Yes.

41356. In order that this elected body should really be in a position to control the lines the railways would have to be made public property?—Yes, I should think so.

41357. Is not it very important that the lines should be so managed to make as large savings as possible, so that the rates would be reduced?—It would be.

41358. From that point of view it would be better to have one system only than to have a number?—Yes; I think one system is the best.

The Commission adjourned till the following morning at 11 *o'clock.*

SIXTY-SEVENTH PUBLIC SITTING—THURSDAY, JANUARY 16TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Sir HERBERT JEKYLL, K.C.M.G., (in the Chair); Colonel WILLIAM HUTCHESON POË, C.B.; and Mr. THOMAS SEXTON;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. GEORGE DE BELLE BALL examined by Sir HERBERT JEKYLL (in the Chair).

Jan 16, 1908.

Mr. George de Belle Ball, Drogheda Development Association, Ltd.

Tables of G.N.R (Ireland) Co.'s rates and charges.

41359. Mr. de Belle Ball, you have given evidence already before this Commission?—Yes.

41360. And I understand you wish to put in a supplementary statement?—That is so. I wish to submit the following Statements as to rates and charges on goods conveyed by the Great Northern Railway (Ireland) Company, to Drogheda, Skerries, Balbriggan, Laytown, etc., and I do so as representative of the Drogheda Development Association:—

MAXIMUM CLASS RATES.

CLASS.	Terminals.	Haulage.	Total.
DUBLIN AND SKERRIES—17¾ MILES.			
	s. d.	*s. d.*	*s. d.*
C, ...	2 8	2 11	5 7
C, under 2 tons, ...	2 8	3 7	6 3
1, ...	4 1	3 7	7 8
2, ...	4 8	4 0	8 8
3, ...	5 4	4 7	9 11
DUBLIN AND BALBRIGGAN—21¾ MILES.			
	s. d.	*s. d.*	*s. d.*
1, ...	4 1	4 4	8 5
2, ...	4 8	4 11	9 7
3, ...	5 4	5 7	10 11
DUBLIN AND DROGHEDA—31¾ MILES.			
	s. d.	*s. d.*	*s. d.*
C, ...	2 8	4 9	7 5
C, under 2 tons, ...	2 8	6 1	8 9
1, ...	4 1	6 1	10 2
2, ...	4 8	6 10	11 6
3, ...	5 4	7 11	13 3
4, ...	6 2	9 4	15 6
5, ...	7 0	11 0	18 0

CLASS.	Terminals.	Haulage.	Total.
BELFAST AND DROGHEDA—81 MILES.			
	s. d.	*s. d.*	*s. d.*
C, under 2 tons, ...	2 8	13 11	16 7
1, ...	4 1	13 11	18 0
2, ...	4 8	15 5	20 1
3, ...	5 4	18 5	23 9
4, ...	6 2	22 3	28 5
5, ...	7 0	26 9	33 9
BELFAST AND FLORENCECOURT—92 MILES.			
	s. d.	*s. d.*	*s. d.*
C, under 2 tons, ...	2 8	15 8	18 4
1, ...	4 1	15 8	19 9
2, ...	4 8	17 3	21 11
3, ...	5 4	20 8	26 0
LONDONDERRY TO FLORENCECOURT—64¾ MILES.			
	s. d.	*s. d.*	*s. d.*
C, under 2 tons, ...	2 8	11 5	14 1
1, ...	4 1	11 5	15 6
2, ...	4 8	12 9	17 5
3, ...	5 4	15 1	20 5

LIST AND PARTICULARS OF RAILWAY VOUCHERS.

SKERRIES.

No. of Docket.	Consignee.	Station from	Station to	Description.	Weight.	Class.	Maximum Rate.	Quoted Rate	Actual charges.	Remarks.
					T. C. Q. L.		*s. d.*	*s. d.*	*s. d.*	
1	Flanagan .	Dublin .	Skerries	2 gates 14 parcels nails 1 bundle iron 1 bag iron	1 0 2 0	2 C C C	8 8 6 3	8 10	9 1	Two classifications grouped without detailed weight and charged at highest rate, which is over maximum.
2	Do. .	do. .	do.	2 parcels lead . 1 ladder . .	1 2 8 1 1 0	1 2	7 8 8 8	8 0 8 10	1 0 0 10	Rate over maximum. do.
3	M'Gowan .	do. .	do.	Bundle paper . do. . 2 bags sugar . 1 cask confectionery	1 0 8 1 0 12 4 0 0 5 1 14	1 1 1 2	7 8 7 8 7 8 8 8	8 0 8 0 8 0 8 10	0 9 0 9 1 7 2 5	do. do. do do.
	Flanagan .	do. .	do. .	Barrel oil .	3 2 0	2	8 8	8 10	1 9	do.

Jan. 16, 1908.

Mr. George de Belle Ball, Drogheda Development Association, Ltd.

Tables of G.N.R. (Ireland) Co.'s rates and charges.

LIST AND PARTICULARS OF RAILWAY VOUCHERS.

BALBRIGGAN.

No. of Docket.	Consignee.	Station from	Station to	Description.	Weight. C. Q. L.	Class.	Maximum Rate. s. d.	Quoted Rate. s. d.	Actual charges. s. d.	Remarks.
1	Mrs. Smyth .	Dublin .	Balbriggan	1 case cocoa 1 case starch ½ case currants	2 2 13	2	9 7	10 6	1 11	Rate over maximum—overcharged maximum rate 3*d.* and at quoted rate 1*d.*
				¼ cask groceries .	3 1 0	3	10 11	11 9	2 3	Rate over maximum—overcharged maximum rate 2*d.*
2	Do. .	do. .	do. .	1 box bacon .	2 3 0	2	9 7	10 6	1 11	Rate over maximum—overcharged maximum rate 2*d.*
3	Do. .	do. .	do. .	11 cases spirits .	8 0 0	3	10 11	11 9	4 9	Rate over maximum—overcharged maximum rate 5*d.*

LAYTOWN.

1	Sheridan .	Drogheda .	Laytown .	2 bags oats .	1 3 0	C	3 8	Nil	3 6	Rate over maximum—overcharged maximum rate 2*s.* 9*d.*

SWANLINBAR.

No. of Docket.	Consignee.	Station from	Station to	Date.	Description.	Weight. C. Q. L.	Class.	Maximum Rate. s. d.	Quoted Rate. s. d.	Actual charges. s. d.	Remarks.
1	P. Clarke .	Belfast .	Florence-court.	Oct. 12, 1907	1 box boots .	2 2 20	3	26 0	5 6*	1 1 and 3 10	*From Enniskillen, by re-book from Enniskillen, extra char received over through rate.
2	Do. .	do. .	do. .	Aug. 1, 1907	1 do.	4 2 12	3	26 0	26 7	6 2	Over maximum.
3	Do. .	do. .	do. .	Oct., 1907 .	2 bales bottles .	3 1 0	1	19 9	20 9	3 7	Over maximum overcharged
4	Do. .	Dublin .	do. .	Sept. 12, 1907	2 cases whiskey . 2 boxes brandy .	2 3 26 0 3 16	3	31 2	32 1	6 3	do. do.
5	Do. .	Belfast .	do. .	Sept. 16, 1907	3 bales leather 1 box boots, &c.	2 2 11 4 0 14 0 2 16	3	26 0	26 7	9 10	do. do.
6	Fee Bros. .	do. .	do. .	Oct. 3, 1907	6 ½ cases currants 4 boxes do.	5 2 7	2	21 11	22 9	6 5	do. do.
7	Do. .	do. .	do. .	Oct. 6, 1907	2 bales paper .	1 0 0	1	19 9	20 9	—	do. do.
8	Do. .	do. .	do. .	June, 1907 .	1 box bacon .	5 3 11	2	21 11	22 9	6 8 and 1 9	Over maximum overcharg (Compare Docket No. Liverpool to Florencecourt
8	Do. .	Derry .	do. .	June, 1907 .	3 bales paper .	2 3 0	1	15 6	16 5	2 8	(See Docket No. 10 char 18*s.* 1*d.*) over maximum ov charged.
9	Do. .	do. .	do. .	April 6, 1907	4 bags onions . 6 bags onions .	4 0 0 6 0 0	1 1	15 6 15 6	10 0 10 0	2 6 3 2 & 4*d.*	Overcharged at rate of 12*s.* 6 Overcharged at rate of 10*s.* 7
10	Do. .	do. .	do. .	Oct. 4, 1907	2 barrels herrings . 3 bags onions . 1 box starch . 1 bale paper . 1 box confectionery 2 bags onions . 1 barrel herrings . 1 box confectionery 2 boxes currants . 2 kegs —— .	6 2 0 3 0 0 0 2 0 1 0 0 3 1 0 2 0 0 3 1 0 0 1 0 1 2 0 1 0 0	1 1 2 1 2 1 1 2 2 –	15 6 15 6 17 5 15 6 17 5 15 6 15 6 17 5 17 5 —	16 5 10 0 - 18 1 Nil. 16 5	5 5 2 0 & 2*d.* 4 4 1 8 2 8 2 11	Over maximum overcharged Overcharged at scale rate. Two classifications charged gether at rate exceeding ma mum of higher. Overcharged at scale rate. Total equals 6 cwt. appears to charged at a rate exceed maximum of highest cl Overcharged 7*d.* Content one lot unascertained.

LIST AND PARTICULARS OF RAILWAY VOUCHERS.

SWANLINBAR—*continued.*

Jan. 16, 1908.

Mr George de Belle Ball, Drogheda Development Association, Ltd.

Tables of G.N.R. (Ireland) Co.'s rates and charges.

Consignee.	Station from	Station to	Date.	Description.	Weight. C. Q. L.	Class.	Maximum Rate. s. d.	Quoted Rate. s. d.	Actual charges. s. d.	Remarks.
				3 casks nails	6 0 0	C.	—	13 0	4 10	Overcharged 11*d.*
				8 bales baskets	2 1 4					
				1 box baskets	0 1 21					
				4 dozen scythes	1 0 0					
Fee Bros.	Belfast	Florence-court.	July 1, 1907	1 bale hay forks	0 0 21	3	26 0	26 7	9 6	Total bracketed weights 6 cwt. 0qrs. 25lbs. Overcharged 1*s.* 4*d.* and charged over maximum rate.
				2 bales hay forks, &c.	0 3 7					
				1 bale hooks	1 0 21					
				1 bale hooks, &c.	0 1 7					
				1 bale hooks	0 0 14	—	—	—	1 1	This item, charged separately at scale rate, seems part of same consignment, and the method of charging adds on 1*d.*
Do.	Liverpool	do.	Aug. 15, 1907	1 bale bacon	2 0 7	2	—	20 0	Scale 2 7	Evidently, though one consignment, charged separately to apply scale rate to one—gain 7*d.*
				1 box bacon	5 2 21	2			5 9	
Do.	Enniskillen	do.	June 19, 1907	1 crate earthenware.	5 2 0	2	—	Nil	1 7 and 2 6	Overcharged (see docket 14, rate 5*s.*)
—	—	—	—	—	—	—	—	—	—	—
R. Howe	Derry	do.	Aug. 16, 1907	Quantity timber	113 2 0	—	—	9 6	53 11	Rate on 5-ton lots Derry (Enniskillen), 6*s.* 6*d.*—3*s.* per ton extra charged for 5¼ miles to Florence Court.
Do.	do.	do.	Aug. 1906	3 boxes groceries	5 3 0	3	20 5	20 11	6 0	Over maximum, overcharged,
				2 boxes fruit, tied						
				1 bag whiting	3 0 0	—	—	10 4	2 2	Overcharged at scale rate.
				1 bag soda						
				2 cases ——	2 2 0	—	—	13 8		
				1 box soap	0 0 10					
				1 keg machine oil	0 3 7	1	19 9			Impossible to check account as furnished. Taking the various items at separate classification and scale rate for classes 1, 2, and 3, and the items quoted at 13*s.* 8*d.*, the total would come to 11*s.* 7*d.*
Do.	Belfast	do.	Jul. 31, 1907	1 case axle grease	0 2 0	1	19 9	26 7	11 11½	
				1 box starch	0 2 7	2	21 11			
				1 case groceries	4 0 11	3	26 0			
				1 chest tea	0 3 6					
Do.	do.	do.	Ma 31, 1907	1 case glass	4 2 0	4	O.R.			Class 1—1cwt.—and class 4—3cwt. 2 qrs. charged together at rate of higher over maximum; overcharged 7*d.*
				1 bag onions		1	21 3	22 1	5 0	
Do.	Dundalk	do.	Aug. 2, 1907	2 kegs soda	5 1 11	C.	14 5	27 6	7 5	Over maximum, overcharged. Compare rate from Belfast, 92 miles, 13*s.* (*a*); rate from Derry, 65 miles, 10*s.* 4*d.* (*b*); rate from Dundalk, 66½ miles, 27*s.* 6*d.*
				1 dozen brooms		1	15 6			
				1 box hardware		3				
				1 cask hardware		3	20 5			
				4 dozen hooks		3				Articles in at least four classes, all grouped without detailing weights. All charged at highest rate, and that rate over maximum.
				1 bale coir yarn	11 2 0			20 11	11 11	
Do.	Derry	do.	Aug. 31, 1907	3 bales tin		2	17 5			
				3 bales hoop iron		C.	14 1			
				1 shovel		2	17 5			
				4 bags nails						
				1 bale iron	8 2 0	C.	—	10 4	4 10	Overcharged 5*d.*
				23 bars iron						
Do.	do.	do.	Sept. 1907	27 bars iron	5 0 0	C.	—	10 4	2 10	Overcharged 3*d.*
Do.	do.	do.	Oct. 1907	1 box hardware	3 1 0	3	20 5	20 11	3 8	This consignment consists of 3 cwt. in Class C and 1 qr. in Class 3. Current rate for nails (see docket 20) is 10*s.* 4*d.* By charging both together at higher rate 1*s.* is gained. Higher rate is over maximum.
				3 bags nails		C.	14 1			

DROGHEDA.

Consignee.	Date.	From.	Description.	Weight. C. Q. L.	Quoted Rate.	Actual Charges. s. d.	Remarks.	
P. M'Namara	May 30, 1905	Dublin	1 hogshead wine	5 0 20	Nil	3 8	Over maximum. rate quoted.	Overcharged. No
Do.	June 30, 1905	do.	¼ cask wine	3 0 14	—	2 6	do.	do.
Do.	Oct. 30, 1905	do.	¼ cask spirits	3 0 13	—	2 6	do.	do.
Do.	July 11, 1905	do.	1 butt whiskey	10 1 20	—	7 4	do.	do.
J. Dolan	Sept. 19, 1905	do.	3 casks whiskey	11 0 9	—	7 9	do.	do.

(*a*) Docket 16. (*b*) Docket 18*a*.

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Tables of G.N.R (Ireland) Co.'s rates and charges.

LIST AND PARTICULARS OF RAILWAY VOUCHERS.

DROGHEDA—*continued.*

No. of Docket.	Consignee.	Date.	From.	Description.	Weight T. C. Q. L.	Quoted Rate. s. d.	Actual Charges. s. d.	Remarks.	
6	Rose Connolly.	Sept. 19, 1905,	Dublin	6 casks whiskey	1 6 2 9	Nil	18 7	Over maximum. rate quoted.	Overcharged.
7	D. Dolan	do.	do.	2 casks whiskey	10 1 0	,,	7 0	do.	do.
8	Dolan Bros.	May 5, 1906	do.	½ cask brandy	6 1 20	,,	3 5	Reduced rate.	
10	Lipton (Ltd.)	Dec. 21, 1906	do.	4 cases spirits	4 1 25	10 0	2 3 +5*d.*+2*d.*	Reduced rate quoted.	
11	Geo. E. Porter	Sept. 10, 1907	Belfast	1 bag and 2 casks sugar	4 0 0	Nil	3 10	Over maximum. rate quoted.	Overcharged.
			Dublin	6 cases wine	4 0 16	,,	2 2	No rate quoted.	
12	Do.	Oct. 1, 1907	do.	1 case wine	0 1 20	,,	2 1	Over maximum. rate quoted.	Overcharged.
13	Do.	Oct. 11, 1907	do.	1 hogshead whiskey	5 1 21	,,	4 0	do.	do.
14	Do.	Oct. 17, 1907	do.	4 cases spirits 1 case wine	2 3 6	,,	2 5	do.	do.
15	Excise and Custom	Oct. 24, 1907	do.	1 hogshead whiskey	5 0 14	,,	3 7	do.	do.
16	P. M'Namara	Aug. 10 1905	do.	2 hogsheads porter 2 firkins porter	11 2 0 2 0 0	,,	4 6 and 1 0	No rate quoted,	
17	Dolan Bros.	Nov. 9, 1905	do.	1 barrel porter	3 3 0	,,	1 4	Overcharged. No rate quoted.	
19	L. Stanley	May 16, 1905	do.	1 barrel porter	3 3 0	,,	1 4	do.	do.
20	Geo. E. Porter	Sept, 1907	Belfast	Sugar	1 14 0 0	,,	32 4	Over weight. Over maximum.	Overcharged. rate quoted.
21	Do.	Oct. 2, 1907	do.	1 case sugar	1 0 0	,,	1 4	Over maximum. rate quoted.	Overcharged.
22	Do.	Oct. 8, 1907	do.	1 case sugar	1 0 0	,,	1 4	do.	do.
23	Do.	Oct. 16, 1907	do.	12 bags sugar 2 cases cubes	1 4 0 0 2 0 0	24 4	24 9	do.	do.
24	Dolan Bros	June 20, 1905	Dublin	½ case cocoa	0 2 0	Nil	0 11 +8*d.*	do.	do.
25	Do.	Sept. 18, 1905	do.	1 bale cocoa	1 0 0	,,	1 0	do.	do.
26	Do	Dec. 7, 1905	do.	1 bale cocoa shell	1 1 14	,,	1 4	do.	do.
27	Geo	Sept. 25, 1907	do.	do.	1 0 0	,,	1 0	do.	do.
28	.n.	Oct. 3, 1907	do.	1 case cocoa shell	1 0 0	,,	1 0	do	do.
	. Porter	do.	do.	1 box bacon	0 3 23	,,	1 0	do.	do.
30	Do.	Oct. 9, 1907	do.	2 boxes bacon	1 1 26	,,	1 4	do.	do.
31	Do.	Oct. 11, 1907	do.	1 keg cordials	1 0 23	,,	1 3	do.	do.
32	Mrs. M'Cullough	Oct. 17, 1907	do.	1 box cheese	0 3 7	,,	1 0	do.	do.
33	M'Namara	July 13, 1905	Limerick	1 bale bacon	2 0 7	23 4	3 0 +2*d.*	To show rate.	
34	Do.	April 15, 1905	do.	do.	2 0 12	Nil	3 8 +2*d.*	Overcharged. No rate quoted.	
35	Do.	Aug. 5, 1905	do.	do.	2 1 7	,,	4 0 +2*d.*	do.	do.
36	Do.	April 29, 1905	do.	do.	2 0 18	,,	3 10 +2*d.*	do.	do.
37	Do.	Jan. 27, 1905	do.	1 box S. provisions	1 1 10	,,	2 7 +2*d.*	do.	do.
38	Do.	June 28, 1905	Dublin	1 box butter 1 box cheese 1 box salt	1 3 2	,,	1 7	Consignment consists of two classi tions. No weights of each g and charged all at highest rate over maximum.	
39	Do.	Oct. 17, 1905	do.	1 box butter	0 1 2	,,	0 8	—	
40	Do.	Feb. 18, 1905	Limerick	1 bale bacon	2 0 9	,,	3 8 +2*d.*	In one consignment from one cons in same class, should be charg for ton rate and taken togeth	
				1 box provisions	1 0 14	,,	2 2 +2*d.*	Overcharged. No rate quoted.	
41	Do.	May 29, 1905	do.	1 bale bacon	2 0 8	,,	3 0 +2*d.*	Compare with No. 40 for actual cha	
				1 box provisions	1 0 10	,,	1 9 +2*d.*	otherwise same remarks.	
42	Do.	June 8, 1905	do.	do.	1 0 12	,,	1 9 +2*d.*	Correct scale charge. No rate quo	
43	Do.	April 13, 1905	do.	do.	1 0 12	,,	2 2 +2*d.*	Compare with No. 42. Overcha or at scale rate as for 3 cwt. rate quoted.	
44	Harbinson,	Dec. 14, 1905,	Dublin,	1 bale flock,	1 2 0	11 9	1 4	Over maximum.	Overcharged.
				1 case hardware,	1 1 7	14 0	1 4	do.	do.
45	Do.	March 9, 1905,	Derry,	1 lawn mower roller,	5 0 0	27 10	7 0	do.	do.
46	Do.	Oct. 5, 1905,	Belfast,	2 ovens, 8 pieces metal, &c.	6 1 0	21 0	6 7	do.	do.
47	Do	Dec. 7, 1905,	Dublin,	1 bale bedding,	0 2 20	18 6	1 1	do.	do.
				6 pieces hardware,	6 0 0	14 0	4 2 +9*d.*	do.	do.
48	Do.	Jan. 26, 1905,	Newry,	84 spades,	4 2 0	14 4	3 3	do.	do.
			Wexford,	1 ploughshare,	0 1 0	25 0	0 10	do.	do.
			Dublin,	1 case hardware,	1 1 14	14 0	1 4	do.	do.
49	Do.	Nov. 23, 1905,	Belfast,	6 hot water pipes,	2 3 0	12 0	3 6 +2*d.*	Overcharged.	

41361. Is there any explanation that you wish to give in this statement without going into very great detail?—Well, simply that these dockets—I have brought a great number of railway vouchers here from different places, and so far as Drogheda is concerned, one of the features is that there is no rate quoted.

41362. No rate quoted?—No rate quoted, which prevents a merchant from being able to know, at a glance, whether he is being charged properly or not, and where the scale rate is applicable.

41363. On the docket?—On the docket; where the scale rate applies, and that is a very serious difficulty. These dockets have not been given to me with any grounds of complaint attached—they have been simply collected at random to see whether it is systematic or not.

41364. May I take it that the statement contains extracts from dockets transcribed?—Precisely, and I propose to hand in the originals. So far as Drogheda is concerned, out of forty-three dockets taken at random, there are only two that show the rate.

41365. They are simply the weight of the consignment and the charge, but no rate?—No rate.

41366. *Colonel Hutcheson Poë.*—You give the dates with regard to one station, Swanlinbar, but with regard to the others, are they of recent date? I see in one only you give the date?—Oh, yes; they are chiefly 1905.

41367. Is it within the last year or so?—Oh, yes. The Drogheda ones I have given the dates of. I am dealing with the Drogheda ones first. In most of these cases, we take it that according to the maximum terminals which could be charged and the maximum carriage, that the rates to Drogheda were beyond that maximum.

41368. *Sir Herbert Jekyll.*—Will you point out one or two cases in point?—I take No. 33 as a useful one—from No. 33 onwards, to Drogheda. No. 33 shows a quotation to Drogheda from Limerick of 23*s.* 4*d.* for bacon. That one is simply handed in to show the rate. It was the only one, at the time, in which the rate is quoted. The subsequent ones all show overcharges. No. 34 shows an overcharge of 8*d.*, according to the scale rate of 23*s.* 4*d.*

41369. You arrived at that by reckoning the haulage rate and terminals?—No, sir. Take that as a rate quoted by the railway company of 23*s.* 4*d.*

41370. Yes; 23*s.* 4*d.*?—No. 33 shows that rate. None of the others do.

41371. *Colonel Hutcheson Poë.*—Is that the maximum?—No. That is below the maximum. It is the scale rate. I am showing the disadvantage of not having the rate quoted. No. 34 then is an overcharge of 8*d.* No. 35, then is an overcharge of 9*d.* No. 36, then is an overcharge of 8*d.*; No. 37, an overcharge of 7*d.*

41372. I think that will be enough. No doubt the railway companies will have a note of these.

41373. *Mr. Croker Barrington, Solicitor.*—We will have them all checked and given in the evidence. Of course we cannot do that now.

41374. *Sir Herbert Jekyll.*—That is quite sufficient as to overcharges. Is there any allegation of exceeding the maximum?—We will take the Belfast rates. Take docket No. 20, Belfast to Drogheda, one ton twelve cwt.

41375. One ton fourteen cwt. I have got here?—That was what was in the railway docket, but the correct weight was one ton twelve cwt., and the charge is £1 12*s.* 4*d.*

41376. Yes?—The maximum rate for sugar in Class I. would be 18*s.* That would represent an overcharge of 3*s.* 6*d.*

41377. And you maintain that it is over the maximum?—Over the maximum.

41378. Any other case. Take No. 21?—We will take No. 23. It is a larger amount.

41379. No. 23—very good?—In No. 23 there is an overcharge of 1*s.* 4*d.* in £1 4*s.* 9*d.* There is a rate in this docket, 24*s.* 4*d.*, but I do not think it is really meant to represent a rate. It is something simply marked on it, because the rate is really 19*s.*, and there was a letter from the consignee, of complaint about the charge, and subsequent correspondence between Messrs. Musgrave of Belfast and the Great Northern Railway, and they stated that their ordinary charge is 19*s.*, whereas we make the maximum to be 18*s.*

41380. Now, all these instances down to No. 32 are over the maximum?—All of them over the maximum.

41381. Very well. The railway companies will take a note of that. Is there any other class of complaint?—I have dockets to Swanlinbar.

41382. Yes?—The first docket, No. 1, illustrates a case where, instead of the goods coming at a through rate from Belfast to Florencecourt, they go as far as Enniskillen and are re-booked, and the result is that there is a higher charge of 10*d.*

41383. Is there no through rate?—Yes. It is in Class 3, and the maximum through rate would be 26*s.*

41384. What is the amount of the extra charge?—10*d.* Nos. 2 and 3, and so on, all represent small charges over the maximum. The reason I brought so many of these was to show that it was not an exceptional case at all; it was too constant.

42385. *Mr. Croker Barrington, Solicitor.*—Will these be printed? I suppose they will. If we could get a copy——

41386. *Sir Herbert Jekyll.*—Yes; you will get a copy.

41387. *Mr. Shanahan (Secretary).*—I will give you a copy, and the tables will be on the minutes in any case.

41388. *Sir Herbert Jekyll.*—We will put them in as a statement by the witness.

41389. *Mr. Smyth (Great Southern and Western Railway).*—Of course, to make a statement to the effect that because the sum of two local rates exceeds a through rate, it is an excess of the maximum, is not correct, because there are two terminals additional.

41390. *Sir Herbert Jekyll.*—It requires some explanation. Why the double rate should be made instead of being booked through.

41391. *Mr. Smyth (Great Southern and Western Railway).*—Quite so, if the through rates are in operation.—(*Witness*)—I have given No. 2, exactly the same class of goods, the same consignee and the same class shows a through booking.

41392. *Sir Herbert Jekyll.*—If there are no through rates in operation I think it requires an explanation why there are not through rates?—Take No. 9. There is a peculiar overcharge again.

41393. Swanlinbar?—Florencecourt Station. Four bags of onions quoted here, 4 cwt., and the rate quoted 10*s.*, and the amount charged is 2*s.* 6*d.* That is, they really charge at the rate of 12*s.* 6*d.*, an overcharge of 6*d.* In the same docket there are six bags of onions, 6 cwt., and they are charged at the rate of 10*s.* 7*d.*, though they were within a few days of each other.

41394. That may simply be a question of miscalculation?—Yes, but the point is that these were so frequent; these twopences and threepences and sixpences are almost systematic. The dockets have been all gathered at random, and all been paid without question by the senders, and given to me subsequently to investigate. Not to delay, there is a question that is very interesting about bacon—through rates from Liverpool as compared with local rates. No. 12 docket of Swanlinbar, there are two parcels of bacon, the same classification, in one consignment, and they are charged separately. To apply the scale rate to one of these, there is a gain of 7*d.*

41395. I see one is in bales and the other in boxes?—Yes; one in the bale and the other in the box; but the rate is exactly the same, and they are charged separately instead of being taken together. That is, the through rate from Liverpool is 20*s.* Docket No. 8 would show that on bacon from Belfast to Florencecourt the rate is 22*s.* 9*d.*, and therefore they are charging 2*s.* 9*d.* a ton more for the local from Belfast to Florencecourt than from Liverpool to Florencecourt.

41396. *Colonel Hutcheson Poë.*—Of course bacon can be carried in class 2 or in class 3. Are you sure they both went by the same class?—Oh, yes. It is in this classification book, "bacon in bales and boxes," class 2.

41397. Bacon can go in class 3 under certain circumstances?—Not in cases of bales and boxes, when uncooked or fresh or green. It clearly gives it in class 2. On docket No. 15 I have to draw attention to the charge for timber. That timber is from Derry to Florencecourt.

Instances of overcharges on goods booked locally where through rates exist:—

Belfast and Florencecourt;

Derry and Florencecourt.

Overcharge on bacon from Liverpool.

Improper application of the scale for "smalls."

Overcharges on bacon. Belfast to Florencecourt, and

Timber, Derry to Florencecourt.

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41398. *Sir H. Jekyll*—Yes?—The consignee is Mr. Howe, Swanlinbar. Mr. Howe has a letter from the Great Northern Railway Company quoting timber in 5-ton lots from Derry to Enniskillen at 6*s.* 6*d.*, yet to bring it 5¼ miles further an extra charge of 3*s.* a ton is made.

Instances of overcharges on goods. Belfast and Florencecourt.

41399. 9*s.* 6*d.*?—9*s.* 6*d.* for the goods 5¼ miles further, which the consignee thinks is a very excessive charge for the distance. Docket No. 18 is a rather interesting one, too. It conveys a case of glass and a bag of onions at the owner's risk rate of 22*s.* 1*d.* The rate for glass ought to be 21*s.* 3*d.*, because the total maximum rate is 24*s.* 7*d.*, and at the special rate—it is one of the cases in which there is a special arrangement at owner's risk, and the proportionate reduction would be 21*s.* 3*d.* However, they add in the bag of onions, 1 cwt., and that has also been charged at the rate of 22*s.* 1*d.*, whereas the standard or current charge for onions is 10*s.*

Rate for soda, Dundalk to Florencecourt, compared with rates from Derry and Belfast.

41400-1. *Sir H. Jekyll.*—I see?—Another case, No. 19, is rather interesting. A keg of soda from Dundalk to Florencecourt, a distance of 66½ miles, is charged 27*s.* 6*d.* a ton. Now, the rate from Derry, 65 miles, is 10*s.* 4*d.*, and the rate from Belfast, 92 miles, is 13*s.*, so that Dundalk is penalised by more than double the rate from the other points. No. 22 is a consignment of 3 cwt. in Class C and 1 quarter in Class 3. The entire has been charged at the rate of 20*s.* 11*d.*, at the scale rate of 20*s.* 11*d.*, which brings an extra profit of 1*s.* on the consignment. If they were taken separately, 3 cwt. at 10*s.* 4*d.*, the scale rate would be 2*s.* The point is, that, putting the two together, there was only one-thirteenth of the entire consignment was at the higher class.

Overcharge on oats, Drogheda to Laytown.

Mr. Smyth (*G. S. and W.R.*)—Were they in the same package?—(*Witness*)—They were directed together. Most of these complaints are more or less similar, with the exception of Laytown. I am sure the Great Northern Railway will give an explanation. Take Laytown—there was a special charge of 3*s.* 6*d.* for a barrel of oats, 14 stone, from Drogheda to Laytown. It is the very last in the list. The distance is only five miles, and I suppose the explanation will be that it was sent by passenger train.

41402-3. *Mr. Sexton.*—What number is it?—The very last one.

41404. *Sir H. Jekyll*—Two bags of oats?—Weighing 14 stone—1 cwt. 3 qrs.—and the charge is 3*s.* 6*d.* The explanation of it will be this, that it was sent by passenger train. It was not ordered to go by passenger train, but it was to be delivered that day. Now, nothing can be delivered by goods train from Drogheda in Laytown in the same day, because the goods will leave at 3 p.m., and they are conveyed up to Balbriggan, past Laytown, and they are left at Balbriggan all night till the down goods next morning leaves them at Laytown, which handicaps Drogheda very much.

41405. Are these instances you have given selected out of a large number?—Yes.

Complaint as to excessive percentage of errors in charges on dockets issued at Drogheda Station.

41406. Can you give any idea of the proportion of instances to the total number of dockets; is it one in 1,000 or one in fifty?—I would say that practically 75 per cent. of the dockets have some error.

41407. Some error of this kind?—They have been given to me without any knowledge on the part of the giver that there was anything wrong. They have all been paid and done with. I was given them to inquire into, especially when I found in Drogheda that there were no rates quoted in them. I could get any quantity subsequently if it were desired here to show that it is quite usual.

Examined by Mr. Sexton.

Railway dockets taken at random, and 75 per cent. found to be erroneous.

41408. These dockets were all issued by the Great Northern Railway Company?—Yes. They are practically all from the Great Northern Railway station.

41409. Have you looked into the dockets of any other company?—No; I have not.

41410. These were collected from five or six stations?—Yes.

41411. What is the number of stations on the Great Northern Railway system? You hardly know?—I have no idea.

41412. A great many. You have tabulated here about seventy-nine dockets. From what total number I think the Chairman asked you, did you select these dockets for the purpose of your evidence?—I really did not count them, but I am safe in saying that practically 75 per cent. of the dockets I got at random contained some errors which I have brought forward.

41413. With what view were the dockets collected?—For the purpose of seeing whether the statements that had been made in Drogheda by traders in general were correct, that the charges were variable, and that they had in many cases no way of ascertaining whether they were correct or not.

41414. The dockets were not brought before you by consignees representing that they contained errors or overcharges?—Not at all, with the exception of that one for oats. That was the only one given to me with a specific complaint.

41415. You simply had inquiries made of these traders, "Have you any dockets?" and they gave these dockets without any thought of error or overcharge?—Quite so.

41416. These may be taken then, in your judgment, as samples of the ordinary dockets issued by the company?—We take it so.

41417. You think they are not exceptional cases?—No, unfortunately, it must be almost systematic. The peculiar feature seems to be that Drogheda seems to be the only place where it is customary to quote no rate, and that applies both before and during and subsequent to the coasting steamer competition—a regular system.

41418. It has been stated that the Great Southern and Western Railway Company make a practice of not quoting the rate, but in this case the rate is quoted to other stations?—I found that the rate is quoted to practically all other stations.

41419. Do you suggest the inference that there is a system or habit on the Great Northern Railway of quoting a rate in excess of the maximum, and also, when the correct rate is quoted, or a rate under the maximum, of charging more than the rate warranted, and also where two or three parcels are in the same consignment, of adding their weights together for the purpose of affecting the whole consignment into the high rate applicable to only a small part of it?—Yes, these are complaints that we make in general against them.

41420. *Colonel Hutcheson Poë.*—Looking over these tables that you have furnished, it occurs to me that whether the rate is quoted or not, it does not seem to affect your grievance very much, because even for the instances, Skerries, Balbriggan, and Gormanstown, where they did quote the rate, they seem to make a small overcharge?—That is so.

41421. The only difference is that, in the one case, if the traders had known as well as you do they could have checked it, and in the other they could not?—That is so. I might mention that there are some few traders in Drogheda—Mr. Harbinson, for instance—some few men who insist on having the rate quoted. No document is ever furnished to them without it, but the small men, who are not up to these ways, unfortunately, we believe, they are taken advantage of.

41422. At any rate, the effect of all these different documents seems to show that even where they do quote the rate—I do not say intentionally—there is some slight overcharge?—We found they were so frequent that if not intentional you can hardly say they were accidental.

41423. At any rate there is an overcharge, and when the rate is not quoted it is impossible for the trader to ascertain what it is, and even when it is quoted it is difficult without a great deal of calculation and knowledge?—Quite so.

41424. *Mr. Sexton.*—Would you say that very few traders are capable of checking the charge against them, even when the rate is given, especially small traders?—As a rule that is so. I think very few of them have gone to the trouble of working out and ascertaining what the maximum rates ought to be. Here are some dockets from one of the keenest business men we have in Drogheda, Mr. Harbinson, and though he insists on having the rate quoted yet there are overcharges.

41425. So that if the railway company quote a rate over the maximum, or make a miscalculation to the prejudice of the trader, he is not able to check it. The railway company really can do what they like?—There is an absence of a ready way of getting at what the rate ought to be, unless they went into an intricate calculation, which many business men have

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not time to do. There is no ready way of getting at the rate.

41426. Would it be of great practical importance, in the interests of traders, that the finance of transit should be simplified, as in Denmark, and generally on the Continent, so that one could always understand what he had to pay?—Undoubtedly.

Mr. Brian E. F. Sheehy, c.e., examined by Sir H. Jekyll (*in the Chair*).

Mr. Brian E. F. Sheehy, c.e., Limerick.

41427. You are a civil engineer, I understand?—Yes.

41428. And you reside in Limerick?—Yes.

41429. Are you an Associate Member of the Institute of Civil Engineers in Ireland?—Yes.

41430. And a Member of the Royal Sanitary Institution?—Yes.

41431. And a Member of the Royal Institute of Public Health?—Yes.

41432. And Associate Member of the British Association of Waterworks Engineers?—Yes.

41433. You have been engaged, have you not, in different parts of Ireland, and in railway and other works?—Yes.

41434. And your present practice is in the South of Ireland?—The South and West of Ireland.

41435. Do you travel much in this country?—My total travelling is about 12,000 miles a year for the last five or six years. It was smaller last year on account of an exhibition I was connected with in Limerick.

41436. The principal railway in this part is the Great Southern and Western Railway?—Yes.

41437. What do you consider to be the effect of the present local rates on the development of industry?—No one can understand them. I paid 7*d.* for 27¼ miles, and I paid 16*s.* 2*d.* for the same mileage.

41438. That is carriage of goods?—Yes; and I got a refund of 8*s.* 1*d.* out of the 16*s.* 2*d.*, leaving 9*s.* 7*d.*

41439. What was the article?—It was one of these folding or telescopic ladders.

41440. Sent from where?—From London to Limerick, carriage paid. I booked it on to Newcastle West for 7*d.* I sent for it to Newcastle West to bring to Limerick, and paid 16*s.* 2*d.*, and I kicked up such a fuss that after three months I got a refund of 8*s.* 1*d.*, leaving 9*s.* 7*d.* On that very day I paid for sending it back to Newcastle 1*s.* 2*d.*, and I have got receipts, except for the 7*d.*, which I took to the booking office, and did not get back. It is the same size—it did not grow, because it was cut. Those are the two dockets which I got, for 1*s.* 2*d.* and 16*s.* 2*d.*, and there is the original cost. The first docket, for 7*d.*, I handed into the office in Limerick. The rate is there—8*s.* 1*d.*

41441. *Mr. Sexton.*—It was charged in the first docket at 3 cwt., and in the second docket at 1 cwt. 2 qr. Are the weights the same?—Oh, yes. They are exactly the same.

41442. Are the charges the same?—The weights should be the same.

41443. *Sir H. Jekyll.*—It was the same article?—The same article.

41444. The weight must be the same?—The weight must be the same.

41445. *Mr. Sexton.*—In the first docket it was charged 3 cwt., as far as I am able to make out?—They charged two trucks in the first, and then took it back on one.

41446. The second docket is in the same year?—The same day as I paid 9*s.* 7*d.* I paid 1*s.* 2*d.*

41447. Obviously the ladder was the same weight?—The same weight and height.

41448. *Sir H. Jekyll.*—Did you represent to the railway company that the same article had been charged less?—I did. I took up the docket, and they kept it, and I asked for it several times to get it back.

41449. What explanation did they give?—That there must be something wrong the first time. I said, "How can there be anything wrong the third time?"

41450. That is all you could get out of them?—That is all I could get out of them, but they got 9*s.* 7*d.* out of me; and it looks something like it—because 7*d.* is half of 1*s.* 2*d.*

Mr. Smyth (*G.S. and W.R.*)—Before you pass that, perhaps you would ask the length of the ladder. It occupied two wagons.

41451. *Sir H. Jekyll.*—What was the length?—36½ feet.

Mr. Smyth (*G.S. and W.R.*)—We are entitled to a minimum of a ton per wagon?—(*Witness*).—I beg your pardon; that is 36½ feet open, and it was folded.

41452. *Sir H. Jekyll.*—Could it have gone open in the one case and folded in the other?—I could not say. It came folded in the 16*s.* 2*d.* case.

41453. *Mr. Smyth* (*G.S. and W.R.*)—What was the length folded?—Twenty feet.

41454. That is it. It is over a wagon length. Two wagons are required for the carriage?—Not necessarily.

41455. *Mr. Sexton.*—You took 7*d.* the first time.

Mr. Smyth (*G.S. and W.R.*)—That was an undercharge.

Witness.—They took 7*d.* because it was cross-Channel goods.

41456. *Mr. Sexton.*—And eventually 1*s.* 2*d.*?—Yes.

Mr. Smyth (*G.S. and W.R.*)—We will deal with it, at all events, Sir Herbert.

41457. *Sir H. Jekyll.*—As to passenger fares?—I consider passenger fares very excessive.

41458. General or particular fares?—My travelling expenses alone come to a big thing in the year.

41459. You travel a great many miles?—I do not get any concession of any description. I should say that there should be an allowance made.

41460. In consideration of the great number of miles that you travel, do you think you should get your fare at a lower rate?—And I consider there is a lot of stuff I have to specify that will come over the line.

41461. Something like a trader's ticket?—The same as a trader's ticket. I once asked for a fifty-mile radius ticket, and the quotation they gave me was £67. That practically works out that I should be travelling 12,000 miles round Limerick.

41462. It was not worth while?—It was too much. It was a special mileage.

41463. *Mr. Smyth* (*G.S. and W.R.*)—When he says fifty-mile radius from Limerick he does not mean fifty miles by rail—it may be 200 miles?—(*Witness*).—I could say. I could easily measure it up.

41464. *Sir H. Jekyll.*—I suppose the railway companies make concessions to traders and others, according to certain rules?—Certainly.

41465. Did your case come within the rules?—I asked before the amalgamation for a ticket—proposing to get a season ticket—and I was told to wait for the amalgamation, and I found it was higher then.

Mr. Smyth (*G.S. and W.R.*)—That is utterly incorrect.

Witness.—I have the authority of one of your staff, and he said it was better to wait over, at the time.

41466. *Sir H. Jekyll.*—What do you think would be the result of reducing the rates and fares?—I think considerably more people would travel.

41467. Do you think it would be for the benefit of the railway companies generally?—It would. Any excursion, or anything else, you get three people to travel for one at present. A reduction is an encouragement to people to travel, because once people get into the habit of travelling it becomes second nature to them, in a way.

41468. What have you to say about the efficiency in regard to speed, accommodation, and punctuality?—Take, for instance, the 6 a.m. train to Tralee. It leaves Limerick at 6 a.m., and it arrives at Newcastle at 7.41, 27¼ miles, and it arrives at Tralee at 10.15, and Cahersiveen, which is 128 miles, at 12.48, and there is no convenience of any sort on all that line.

41469. No refreshment room?—No refreshment room.

41470. And no lavatory carriage?—No lavatory carriage.

41471. Is that peculiar to that line or is it the same on other lines?—The same thing on several different lines.

41472. The service from Limerick to Dublin would be better than that?—Oh, yes.

41473. I suppose there are more people travelling that way, are there not?—There are a good many people travelling on the other line.

41474. Are there many passengers to Cahirciveen?—As far as Tralee; and a fair share along that line, too.

41475. What have you to say about through con-

Complaint as to excessive charge for a telescopic ladder sent by G.S & W. Railway.

Suggested concession in passenger fares to regular travellers.

A general reduction in passenger fares recommended.

Suggestion as to improved speed of trains and general accommodation for passengers on branch lines

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Mr. Brian E. F. Sheehy, C.E., Limerick.

nections? We have heard a great many complaints about want of connections?—I have often to go out to Croom. It is on the Cork direct line, beyond Charleville Junction, and I have to go back to Patrick's Well to get a connection on to Tralee and thence to Mallow, to meet the Rosslare train. I have often driven across to Adare, and I have tried to catch the train to Patrick's Well, and I have been told that they got instructions not to wait for the Cork train if it is late.

Complaints: Inconvenient train services and unsuitable connections at junctions;

41476. You say there are instructions on no account to wait for the Cork train?—No. They are due to time not to keep the Rosslare train at Mallow late.

41477. In order to make a connection at Mallow. That is a good reason?—It is a good reason, but it is a queer thing that you lose a day there. It is not encouraging the public to travel. It is all their own system.

41478. It is not a rival line?—No; and the same thing happens at Ennis by the 6.18.

41479. That is also on their own system?—Yes.

41480. You give another instance of the Cork direct train from Limerick?—That one I told you of.

41481. Arriving at Charleville at 6.20?—Yes, 6.20.

41482. Has the passenger service from Dublin been improved since the Rosslare route has been opened?—Quite the contrary. You have a delay now at Ballybrophy on the night mail. Any person leaving England by the London and North-Western Railway routes has a delay of practically three-quarters of an hour at Ballybrophy.

Passenger service from Dublin to Limerick disimproved since opening of Rosslare route;

41483. So that it is really worse than before?—Yes, before you came on to the Junction and got a connection.

41484. What do you attribute all this to?—They are diverting the passenger traffic to catch the Rosslare traffic.

41485. It is all to favour the Rosslare route?—I say it is.

41486. At the expense of the Dublin route?—At the expense of the Dublin route. Anyone must admit that a delay of three-quarters of an hour at Ballybrophy, after a long journey from eight o'clock in the morning from London, is not encouraging to people to travel by that route.

Insufficient carriage accommodation on trains and neglect of the comfort of travellers';

41487. Is there sufficient accommodation?—Oh, no; not in the carriages at all. As a rule, the usual thing is one first-class smoking and non-smoking, and the same second. The second smoking is always crowded with school children in nearly all of the trains, and they are a perfect nuisance sometimes. Even last night coming up I asked at Charleville, Limerick Junction, and Thurles for a foot-warmer, as there were no foot-warmers, as the ones put into the train at 4 o'clock at Queenstown were cold. I thought that foot-warmers would be put in at Ballybrophy, and the train heated all along, but they were not. A man put two into the carriage. There is only one put into each carriage, and they are put in at the starting of the train, and they are cold. They do not last.

And insufficient sanitary accommodation at stations and want of cleanliness where it exists.

41488. What have you to say about sanitary accommodation at railway stations?—That speaks for itself. It is as primitive as it can be. You get out of the train, and go into an open space, no roof, no matter whether it is raining or not. There is no classification between first, second, and third-class passengers.

41489. There is no improvement?—Oh, no. It wants serious consideration.

41490. Have you any suggestion to make?—I should say that it should be inspected, just the same as the cattle pens and truck wagons and everything else by some official or Departmental inspector, and especially on the branch lines. They are particular about the cattle pens and trucks, and they have white-washing and everything else, but there is no compulsion on them to keep these places clean. Also, there is disinfecting the carriages. I go into some carriages on the early trains in the morning, and it is impossible to remain in them.

Periodical disinfecting of railway carriages suggested.

41491. They are so dirty?—Yes.

41492. Is that in any particular place?—Generally. I should say generally, but Monday morning is about the worst morning. I attach a letter cut out of one of the papers showing the dangers of these carriages. I think there is 50,000 people carried in them.*

41493. What is your opinion of the management of the Irish railways. Generally, both as regards passengers and goods?—On the Great Southern and Western Railway the number of servants has been considerably reduced on all the platforms. Take Limerick platform. You have to go up the platform on Saturday evenings to look for men to carry your traps. I should say that the staff has been reduced to between a half and a third.

41494. Have you any figures in support of that, or is it merely what you would guess?—From what I see—from my observation, and from what I can learn.

41495. Well, now, as to the remedy for all these things?—I should say that the lines should be nationalised, and have one elected body with experts responsible to each district, and have a kind of large company.

41496. One large system?—One large system, because, take the smaller railways, such as the light railways—their profits are very little compared with the other. They cannot manufacture their own stuff, so that they have practically to get their stuff across the water, while a large system could manufacture their stuff. Of course the large companies are forbidden to do that at present—to manufacture except for themselves.

41497. You have considered the various economies that might be made by the general amalgamation of the railways?—They could devote a rate to a sinking fund all over the lines.

41498. I see that you refer to the railways being under a Government Department?—I mean an elected department—an official department.

41499. Not a Government Department, in the ordinary sense?—No, but if the lines are bought up by the Treasury——

41500. And handed over to an Irish representative body?—Irish representative body.

41501. That is your view?—Yes.

41502. Do you think that view is generally held?—I do believe it from what I see and hear.

41503. Do you consider that there is any preference given to the cross-Channel and foreign goods as against the home goods?—Those dockets I handed in are proof.

41504. *Mr. Sexton*—The ladder?—Yes.

Sir H. Jekyll—You do not go into the question of live stock at all?—No.

Examined by Colonel HUTCHESON POË.

41505. I understand you to say that, in your opinion, the effect of the amalgamation has been disadvantageous to the part of the country served by the Great Southern and Western Railway in which you reside—the amalgamation of the Waterford and Limerick and the opening of the Rosslare route?—I might say that. The delay at Ballybrophy proves it.

41506. Can you give us the time-table prior to the opening of the Rosslare route, of trains passing from Ballybrophy to Limerick?—That is not the point, because you had not to get out at Ballybrophy formerly. You got on to Limerick Junction.

41507. Coming from Dublin?—You went on to Limerick Junction, and Limerick people had not to wait at Ballybrophy. They went on to the Junction, and got the connection, but now they have to stay at Ballybrophy.

41508. In other words, the facilities which you enjoyed previous to the opening of the Rosslare route are now taken away?—Yes. That delay was always at Ballybrophy, but it did not affect the Limerick people.

41509. You went on?—On to the Junction, and got the connection.

41510. I suppose representations have been made to the railway company in respect of that?—There are always people grumbling about it.

41511. Of course you can grumble without bringing it under the notice of the railway company. Do you know has it been brought by traders and professional men like yourself?—I should say the Chamber of Commerce——

41512. You are not in a position to say?—I believe it has.

41513. With regard to want of connection and loss of time and inconvenience suffered at Newcastle and Charleville and different other junctions, would it require any great alteration of the time-table on the part of the railway companies?—Practically very little.

41514. It would not seriously inconvenience them—a little readjustment and rearrangement would probably make the connection?—On a kind of give and take system. You would not expect, if the train was very late, for it to wait for five or six minutes

* See Appendix No. 16.

it is gone, and they said they had instructions not to wait any time for it.

41515. You alluded particularly to this want of connection on the Great Southern and Western Railway. Is there this same want of connection also between the West Clare and the Midland Great Western?—The Midland Great Western does not serve for passengers. There was formerly a passenger train, but it is now only a goods service. The connection with the West Clare, leaving Ennis at 6.18, brings you into Limerick at 7.20, and if it does not make the connection you do not get in till 10 o'clock.

41516. Then you instance the Dublin and South Eastern. In your experience do you find that when lines have running powers over another company's line, as the Dublin and South Eastern have over the Great Southern and Western Railway, that there is friction?—There is friction.

41517. It results in that. They do not try to meet each other when they have running powers?—There is no running powers in force for passengers; it is all goods.

41518. How do you mean?—It is only for goods. The Midland has no passenger traffic. The West Clare connection is the only point, and it is a different gauge. They meet at Ennis. If that train waited for the West Clare you would get into Limerick in time.

41519. To go to another point. You said, in reply to the Chairman, that you consider that if the passenger fares and rates were reduced it would lead to a considerable development of traffic, and eventually recoup the company for any loss that they might temporarily sustain?—Certainly.

41520. Have you anything to say with regard to the reduction of second-class fares—would that be desirable, in your opinion?—Certainly. I suggest that the school children should have a carriage to themselves.

41521. Is there much use made of the railway by the school children?—Yes.

41522. *Sir H. Jekyll*—They put them in a smoking carriage?—They go into them.

41523. They do not smoke?—Some of them.

41524. *Colonel Hutcheson Poë.*—Of course, in that case of the ladder, I may point out that in certain cases if the ladder is over a certain length they are entitled to charge you at the tonnage rate per wagon, if it uses more than one?—Yes, but how can the ladder get bigger and smaller. A previous witness said if there was a scale of charges laid down, and everyone knew what they were, you could easily check it.

41525. You think if some improvement were brought about in the direction of the rate-books being more easily accessible, such things as you told us of could not occur?—To the best of my recollection that ladder from England was booked as a bundle of sticks.

41526. It is possible?—That is my recollection. It is all in the name.

41527. It is very possible they may have undercharged you; at any rate a reform such as you suggest would be much more satisfactory?—If you describe a thing clearly they will charge you extra, but I have a distinct recollection that it was booked as a bundle of sticks from England, and it is nothing else.

41528. With regard to the general question, have you at all considered the kind of body that you would put in control?—A general elected body, with officials in charge and experts.

41529. The administration would be in the hands of railway people, I presume?—Yes.

41530. And the body that would have supervision over that railway authority, what would they be composed of?—Some elected and some of the old system, the different lines represented.

41531. Some of the present directors or chairmen of existing companies?—Yes.

41532. And failing the whole of the lines being taken over by one central system, would you be in favour of the amalgamation of the smaller of the existing lines into the hands of, perhaps, two or three companies?—I do not know about that.

41533. You have not considered that point?—No.

41534. You have probably read a good deal of the evidence that has been given, showing that while some are in favour of amalgamation of all the lines into one system, others are in favour of two or three systems?—Of course it would be all right if they were competing, but if one got control it would not work so well.

Examined by Mr. SEXTON.

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Mr. Brian E. F. Sheehy, C.E., Limerick.

41535. I think you suggest that the general convenience of the public on the Great Southern and Western Railway is made to yield to the special circumstances of the Rosslare route?—That is my belief, and that is what anyone else can see. They are diverting the traffic and arranging the time to suit the Rosslare system. They upset their time-tables in the middle of the month when the Rosslare line started to suit the Rosslare runnings.

The Rosslare route to England unduly favoured by the G.S. & W.R. Co.

41536. The system generally is managed with a view to directing the traffic, goods and passenger, by Rosslare?—Yes.

41537. In the interest of the combination of the Great Southern and the Great Western Railways?—Yes.

41538. If one train is travelling in the direction of Rosslare and another is proceeding in another direction, the former has to go at top speed to keep time; but the passengers in the other may look out for a connection?—Yes.

41539. Is it in the public interest that in the case of so extensive a system, comprising over 1,000 miles of rail, everything should bend to that one consideration?—No, certainly not. Take an instance. People in Limerick wanting to go to England, if they go *via* Dublin, can break their journey there either going or coming and do business on the way; but if they go *via* Rosslare they have to make another journey to do business in Dublin. I might mention that in the mileage I have given I have included only the mileage of my Irish travelling.

Inconvenience caused thereby to passengers from Limerick.

41540. You would not be disposed to favour further partial amalgamation?—No, I would not.

Objection to any further partial railway amalgamation.

41541. Now, about this ladder. There has been another case given in evidence of an article of exceptional length, a magic lantern screen, and, curiously enough, that also when it originally came over from England was brought for a few pence, but on a subsequent journey in Ireland the pence developed into pounds. What is your explanation of the difference?—My belief is that when they sent it as a bundle of sticks it did not matter about the length of the sticks.

41542. A representative of the company suggests that the reason for the charge was that the ladder occupied a second wagon?—But it equally required a second wagon from London.

The complaint as to excessive charges on a ladder by the G.S. & W.R. Company.

Mr. Smyth (G.S. and W.R.)—Perhaps I might explain what exactly is the practice with regard to this charge. For a ladder or any other article which, on account of its unusual length will not fit into one wagon, we have a right to charge a minimum of one ton for each wagon occupied by it. If the second wagon happens to be running on the same train, say with coal, so that it is not required as a runner—that is, if a special wagon has not to be put on as a runner—no additional charge is made.

Sir H. Jekyll.—You give the trader the benefit?

Mr. Smyth (G.S. and W.R.)—Yes. When a trader brings a consignment of that sort we usually say to him—"We shall have to charge you on a minimum of one ton per wagon occupied; but if you are not in a very great hurry we may be able to meet you." If they were goods between Limerick and Dublin in all probability we would be able to meet him, as we should very likely have two wagons running to Dublin on which we could put the ladder, and he would be charged only the actual tonnage calculation. If, on the other hand, the trader was sending to some little place where we would not have such traffic, and it was necessary to use two wagons solely for the purpose of carrying the ladder, we should charge on a minimum of a ton per wagon. That would account also for the difference in the charge for the same article. In one case the wagons may have been running for other goods, in which case we should have charged tonnage only, while in the other two wagons may have been solely occupied by the ladder, and therefore a ton per wagon was charged, which does not seem unreasonable. (*Witness*).—That would not account for the fact that in one case it is charged at 3 cwts. and in the other 1 cwt. 2 qrs.

The practice of the company as regards charges on long articles requiring more than one wagon.

Mr. Sexton.—It seems to have lost half its weight between the first and second bookings.

Mr. Smyth (G.S. and W.R.)—Anyway, we will go into that case particularly.

Witness.—The charge was made on June 4 of that year. I brought it before them on the 5th, and on the

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27th August the refund was made, so that they were three months looking into it.

41543. *Mr. Sexton.*—It belongs to an exceptional class in the tariff which gives a special discretion to the company, and this may make it all the more necessary to examine the charges?—It was for a charitable purpose—the funds of a hospital.

Varying charges on one consignment forwarded on different dates.

41544. I confess that I am still at a loss. This ladder was carried from England for 7*d.* on the first occasion; on the Great Southern system it was charged 16*s.* 2*d.* On remonstrance the charge was reduced to 9*s.* 7*d.*, and then, upon the very same day upon which they declined to reduce the charge below 9*s.* 7*d.*, they accept a new consignment of the ladder at 1*s.* 2*d.*?—Yes.

41545. It appears to be impossible to reconcile these contradictions at present; we must await an explanation. I take it that the effect of your evidence is to urge upon the Commission that there is, in regard to the Irish railway system, an urgent need of reform?—Yes.

Reform in the Irish railway system urgently needed.

41546. You complain of slow trains, bad connections, bad accommodation?—The accommodation is not proportionate to their charges.

41547. And less care of the health of the passengers than is now taken of the health of cattle?—Yes. I have here a docket taken from a weekly time-table: "The attention of stationmasters, inspectors, head porters, loaders, and others is again directed to the fact that the above vehicles—that is, horse boxes—are not being cleaned and disinfected. Every care should be taken to see that they are properly attended to, and the portions of the box which come in contact with the animals' heads disinfected." But where passengers' heads come in contact with the carriages is very greasy.

41548. That rule is very proper, as far as it goes, but you think that the same principle ought to be applied with regard to passengers?—Yes.

41549. You say generally that local rates are injurious to trade and to the development of local industries?—Yes.

41550. And likewise that passenger rates are most excessive?—Yes.

Difficulties under the existing system of reducing rates.

41551. You strongly urge that the companies are not in a financial position to make a reduction of rates and charges?—I would say that the reduction in the rates would be very small; there would be nothing that would be of any benefit to the railway company. But if there were an adequate reduction of the rates for travelling there would be three people travelling for every one that travels now with the high charges.

41552. Railway companies, having to maintain their profits from year to year, and, above all things, to avoid a fall in profits in any period, may be unwilling to accept your view of the probability; they may prefer a limited profit in the hand to the larger one in the bush?—Yes.

41553. When you say that local rates are injurious to trade, and that passenger fares are most excessive, it follows that there must be large reductions in order to meet the necessities of the case?—A large reduction on the one hand, but at the same time an encouragement of travelling on the other.

But if reductions were made, larger profits would follow.

41554. And eventually larger profits?—Yes.

41555. But you understand that, owing to the strict lines in which railway finance is bound, and the necessity for the companies to meet their shareholders from year to year, and to declare, if possible, undiminished dividends, they are, from the commercial point of view, unwilling, and would no doubt strongly resist any attempt to oblige them by a reduction of fares to reduce their profits and dividends?—Certainly.

Public ownership the only remedy.

41556. Is there any option except to try by public ownership and management whether this reduction of fares can be given?—There should be a general purchase of the system.

41557. To benefit the public without injuring anybody?—Without injuring anybody. Anything over the sinking fund and an allowance for bringing the small lines up to the level of the whole system would be divided.

41558. What the evidence contemplates is agreement and good-will between all concerned?—Yes.

41559. An arrangement with the shareholders which they would willingly accept?—Yes.

41560. Either to take the value of their stocks or to convert them into stock of the public system?—Yes.

41561. That having been done, even if there were no restitution and no gift, would you say that the saving by purchase, coupled with the saving by the united working of one system all over the country, would give the means of making such reductions in rates and fares as would enable us to test in a very few years whether these lower fares for passengers, and the cheaper and easier transit of goods, would not produce such a development as to lead eventually to larger profits?—Certainly. Then you could get the system of buying books of tickets for £5 or £10 to travel over any part of the system, and you would get an allowance according to the number of tickets you used in the year.

41562. A great many of the complaints in Ireland appear to arise, first, from the different degrees of ability and diligence brought to bear on the different systems?—Yes.

41563. And, secondly, from the contention which naturally arises between people who want to take traffic from each other, and leads to desire to baffle and obstruct each other?—Yes.

41564. All that would disappear under united management, would it not?—Certainly.

41565. It would be vital to secure that any surplus earned should be secured for the benefit of Ireland?—Yes.

41566. Would it not be essential that any surplus obtained by economies in working should be available for the reduction of Irish rates and fares?—Certainly.

41567. In order to secure that would you say that the ownership of the lines ought to be vested in Ireland?—Certainly.

41568. To secure the proper reductions, that the rates most requiring to be reduced should be those actually reduced, do you think that the governing authority ought to be one responsible to the Irish public?—Yes.

41569. And to provide that no incompetent persons—I mean amateurs or, as some say, politicians, or others—should take upon themselves too much, do you think that the efficient working of the lines in detail should be provided for by a board, committee, or staff, call it what you please, of the most competent railway men that can be secured?—Yes. There are a lot of small lines that have practically no working capital at present or rolling stock. A rich line, working round a city, for instance, and making 10 or 11 per cent. for a distance, would be equalising those poorer lines.

41570. The resources and appliances of the system as a whole would be equally available for the needs of the country at large?—Yes.

41571. Instead of each little system being confined within its own circumscribed area?—Yes. Further, these small lines do not manufacture for themselves; they have no local works for carriage building; and they have to get their stuff from England or Scotland. All that, I think, would be manufactured in this country under a central system.

41572. That is perfectly true. I think you will agree that the more one reflects on the subject the more plain it is that all the concurrent circumstances attendant upon such a system tend to the benefit of the country?—Certainly.

Mr. Walter B. Ronan, Solicitor, Representative of Councils and local bodies in Cork County and City.

Mr. Walter B. Ronan examined by Sir H. Jekyll (*in the Chair*).

41573. Mr. Ronan, you are a solicitor practising in Cork?—Yes.

41574. Have you been requested to give evidence before this Commission by the Cork County Council, the Cork Corporation, the Cork Harbour Commissioners, the Cork Incorporated Chamber of Commerce and Shipping, the Youghal Urban Council, the Queenstown Urban Council, the Cork Rural District Council, and the Cork Board of Guardians?—Yes.

41575. All these bodies have concurred in asking you to give evidence?—Representatives from these bodies.

41576. Not the bodies as a whole?—The bodies appointed representatives to attend a meeting.

41577. We may regard you as a delegate of all these bodies in regard to this particular matter?—I think so.

41578. I understand that you have been a good deal connected with Railway Bills relating to the City of Cork?—I have been mixed up in all the recent Railway Bills, Amalgamation Bills, the Fishguard and Rosslare Railway Bills, and so on.

41579. Did you draw the Bills?—The Fishguard Bills of 1898 and 1899 I was opposing on behalf of the Cork Harbour Commission to get protection; the same with regard to the Amalgamation Bill. Then there was the Bill of 1905 for joining the railways in Cork; I opposed that on behalf of the Cork Harbour Commissioners, and it was thrown out. I promoted a Bill in 1906 on behalf of a local syndicate or company for making the connection in another way, and that Bill was passed.

41580. Has that Bill now been taken over by the Great Western Railway of England?—Yes; the Great Western Railway of England and the Cork and Bandon Railway have practically taken over that Bill.

41581. Was a special company incorporated to deal with that connection?—Yes. The Bill as passed incorporated a company called the Cork City Railways Company, which is now really composed of the Great Western Railway Company and the Cork and Bandon Railway Company.

41582. The Government are making a grant, are they not?—Yes, they are giving a grant of £25,000 towards the connection.

41583. How is the bulk of the capital found?—I think the bulk of the balance of the capital will be found by the Great Western Railway Company.

41584. Have you any idea what will be the amount of the balance?—I should think that the entire scheme will cost about £100,000.

41585. So that the Great Western Railway Company will have to find about £75,000?—No; the Cork and Bandon Railway Company are finding a portion, and there may be some local contributions. Probably £50,000 or £60,000 will be nearer the mark. I could not give the exact figure.

41586. I understand that you wish to give some evidence about the proposed line between Youghal and Cappagh?—Yes.

41587. That line is for the purpose of shortening the route between Queenstown and London *via* Rosslare and Fishguard?—Yes, principally in the interest of Queenstown and the American mails. (*Witness indicated on the map the route of the proposed line.*)

41588. Are there any great engineering difficulties?—I understand that there are not.

41589. There must be a considerable bridge across the Blackwater?—I am told that it will come somewhere up in the narrow part of it; but that is an engineering matter about which I do not know very much.

41590. What is the length of that line?—About 17 miles.

41591. What is the estimated cost?—I understand that the cost will be about £200,000.

41592. It would make a considerable saving in distance, would it not?—It would save about thirty miles as compared with the present route *via* Rosslare.

41593. Running by Mallow?—Yes. This is the present route. (*Witness traced present route on map.*)

41594. By how much would it shorten the existing route between Queenstown and Rosslare?—By about thirty-one miles.

41595. That would represent an hour by train, I suppose?—About an hour.

41596. Is the existing route between Queenstown and Dublin full, or even congested?—I believe it is pretty full. It is the main line between Cork and Dublin, and there is a good deal of congestion on it; I mean it is full traffic.

41597. So that the line you suggest would afford considerable relief?—I think so.

41598. Is there any proposal to construct a loop at Queenstown Junction?—I think that if the scheme were carried out that would be a part of it, so as to prevent shunting at Queenstown Junction, in order that trains from Queenstown might go right on.

41599. And avoid Queenstown Junction altogether?—Yes, and avoiding Cork altogether, so as to get the American mails right through if they went by that route.

41600. The mails at the present time still go by Dublin, do they not?—Well, I believe there is a mail by Fishguard at night now.

41601. The American mail?—No, the ordinary mail. It is a very great convenience, because previously unless the Cork people posted their letters about three o'clock they could not get them into London until the day after the next day. Now they can post up to six o'clock in the evening, and the letters, going by Rosslare, are delivered in London the next morning between 12 and 1 o'clock, which is a very great convenience.

41602. That is the ordinary mail?—Yes.

41603. But the American mail is an important affair, is it not?—Very important.

41604. Is the American mail increasing in bulk?—Very much, and our object in having this line made here is to give increased facilities to the Queenstown route, so that the mails can be got to London as quickly as possible.

41605. Would it also open up any country which is at present deprived of railway communication?—It would open all this country across here (*indicating on map*).

41606. Is it agricultural country mainly?—I think so, but another witness will be able to tell you more about that.

41607. There are no towns of any importance?—No, there are no towns on the line itself; it will be merely a connecting line.

41608. It is not necessary to go into the question of the superiority of Queenstown as the American mail station; it has been decided for the present, at any rate, by the Post Office?—Yes. I understand that the Post Office have decided in favour of Queenstown against any other route.

41609. So that for the present it is unnecessary to dwell upon the advantages of the route?—That is so.

41610. Can you explain at all the circumstances connected with the inauguration of the Fishguard and Rosslare route service?—Yes. In the year 1898 a Bill was passed to make the Fishguard and Rosslare service, and it was made. In that Bill there was a line to be constructed from Waterford to Rosslare, and another line from Fermoy to Cork.

41611. To Dunkettle, was it not?—That is practically Cork.

41612. That is an old story; I can remember that twelve years ago?—Yes, it is a very old story. There was a sum of £93,000 due to the Government on the old Dungarvan line, that is a line running between Dungarvan and Waterford.

41613. £93,000 due by the Government?—No, due to the Government by the line. The Board of Works had advanced the money on mortgage. When the Fishguard and Rosslare Company took up the whole scheme they had to pay back that £93,000 to the Treasury. The Treasury entered into an agreement with the Fishguard and Rosslare Company by which it was provided that on the construction of a line between Waterford and Rosslare and a line between Dunkettle and Fermoy the Treasury would give back to the company the £93,000. This particular line between Waterford and Rosslare has been built, but the Cork to Fermoy line has never been constructed, with the result that the £93,000 has never been paid back to the company. What we think is that if this line between Youghal and Cappagh were built it would be a very efficient substitute for the Cork and Fermoy line. It would really be a better and more useful line, and we think that the £93,000 might very properly be payable for the construction of the line.

41614. It was specially allocated, as I understand, to a line between Cork and Fermoy. It does not follow that the Treasury would agree to transfer it from that to another line?—What we think is that it would be only an equitable thing, where you have a line which does practically the same thing—makes a connection with the through route—which that line was intended to do, that they should give the money for this as they would have done for the other.

41615. It would not be much advantage to Fermoy?—No, but I understand that the rates between Fermoy and Cork are all based on the assumption that there was a direct line between the two places. I am not sure of that, however.

41616. Is there any demand for direct communication between Cork and Fermoy, or are the people there fairly satisfied with the existing route *via* Mallow?—Naturally the Fermoy people would like to have a direct line if they could get one, but I have not

Jan. 16, 1908.

Mr. Walter B. Ronan, Solicitor, Representative of Councils and local bodies in Cork County and City.

Advantages of the proposed railway from Youghal to Cappagh.

The superiority of Queenstown as an American mail station.

Circumstances in connection with the inauguration of the Fishguard and Rosslare route.

The proposed railway from Fermoy to Cork included in Rosslare scheme not carried out.

The agreement between the promoters and the Treasury.

Suggested application of the Government grant intended for the Fermoy and Cork line to the Youghal and Cappagh scheme.

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read anything about it for the last few years; the demand seems to have died out.

41617. Do you think the Fermoy people would acquiesce in the transfer of that sum of money?—I could not give any undertaking on behalf of the Fermoy people. I am looking at the matter as a connection between Queenstown and London for the American mails. That is really the view that I am taking of it.

The companies interested in the Rosslare and Fishguard route.

41618. The expense of the line as it exists now was borne jointly by the Great Western Railway Company of England and the Great Southern and Western Railway Company of Ireland?—Yes.

Mr. Croker Barrington, Solicitor.—The Irish side is borne by the Great Southern.

Sir H. Jekyll—Was the whole of the expense on the Irish side borne by the Great Southern?

Mr. Croker Barrington, Solicitor.—Yes, except the bridge at Cork; and the whole of the expense on the English side and of the steamers by the Great Western.

Sir H. Jekyll—So that there is practically no Great Western capital?

Mr. Croker Barrington, Solicitor.—There is, for the bridge at Cork.

Sir H. Jekyll.—But only for that.

Mr. Croker Barrington, Solicitor.—Yes; then the Fishguard—that is a separate company.

Sir H. Jekyll—The Great Western seems to have an interest in all these South of Ireland systems.

Constitution of the Fishguard Board of Directors.

Mr. Croker Barrington, Solicitor.—On the Board there are four Great Western directors and three Great Southern, the two companies forming the Fishguard Company. They have a preponderance on the board. That was done when the Bill was passing through Parliament.

The advantage of the route to Cork.

41619. *Sir H. Jekyll*—Is it an advantage, from the point of view of Cork, that a powerful English Railway Company should have an interest in the lines of the South of Ireland?—Speaking on the point of convenience, as we find it actually working, we find it very convenient to have an alternative route to London. We are now able, for the first time, to leave Cork in the morning and get to London the same evening, or we can leave London in the evening and get to Cork the next morning. Those are practically two new services.

The improvement of communication in the South a direct interest to the Great Western Company.

41620. I suppose it is the direct interest of the Great Western to foster and improve railway communication in the South of Ireland?—I think so. I have no authority to speak on behalf of either the Great Western Railway or of the Great Southern and Western Railway; I am speaking on behalf of the meeting which asked me to give evidence.

41621. The harbour at Fishguard still requires improvement, and the Great Western Railway Company are seeking powers to raise additional capital for the purpose, are they not?—I understand that they have a Bill in Parliament this year. But from what I understand, your statement is not quite correct. I do not think they are taking power to raise additional capital, because I believe the original estimate would cover the additional works they propose now to make at Fishguard.

41622. So that they can make the improvements without additional powers?—Without additional capital; I think they require additional powers.

Examined by Mr. Sexton.

Treasury agreement with the Fishguard Co. relative to the Waterford and Dungarvan line, and other matters (Act of 1898).

41623. The origin of this sum of £93,000 was a loan on mortgage by the Treasury for the construction of the Dungarvan line?—Yes.

41624. How long ago was that?—1878.

41625. The £93,000 remained due by the Dungarvan line to the Treasury?—Yes.

41626. And when the amalgamation took place the Great Southern Railway Company paid the £93,000?—The Fishguard Company.

41627. The Fishguard Company repaid the £93,000 to the Treasury?—So I understand.

41628. And the Treasury have held it since?—Yes.

41629. And they hold it still?—I understand that they have it still.

41630. They agreed, however, I understand you to say, that in the event of the construction of what we now call the Rosslare line, and also of a line from Fermoy to Dunkettle, the £93,000 should be paid out again as a gift?—Yes; the agreement is scheduled to the Act.

41631. Will you state its effect?—That is practically the effect, that on the building of these two lines the £93,000 would be paid to the Fishguard Company.

41632. You say that so far as concerns the main route and the main object in view, the line from Youghal to Cappagh would attain the same object as the line from Fermoy to Dunkettle?—I think it would be better; it would be more direct.

41633. And it would attain the same purpose—facilitate the main route?—Precisely.

41634. I see that amongst the bodies that requested you to attend is the Cork County Council?—Yes.

41635. Did they discuss the subject?—They sent their representative to the meeting—in fact, the secretary to the County Council was appointed secretary to the meeting.

41636. Were the Council unanimous?—The meeting that I refer to was unanimous.

41637. I mean, did Fermoy agree?—Fermoy was not represented; Midleton was, but Fermoy was not.

41638. Should you say that if Fermoy had been inclined to dissent they would have made their dissent known?—I could not say as to that. I could not say whether the Fermoy people knew anything about it; probably they did not.

41639. If the line from Dunkettle to Fermoy had been made, local as well as general interests would have been served?—It would have made a shorter communication certainly between Fermoy and Cork. That was the original project. But, as I say, the rates—both passenger and goods—from Fermoy to Cork are based on the assumption that there was a direct line between the two places.

41640. We have had evidence of that repeatedly. At any rate, you are quite clear—indeed, it appears to be obvious—that the line from Youghal to Cappagh would serve the same general public ends that were contemplated in the case of the line from Dunkettle to Fermoy?—Certainly, that is as regards getting through communication from Cork and Queenstown to London and the West and South of England.

41641. Facilitating the transfer of mails and shortening the route between the South of Ireland and the South of England?—Yes. What we in Cork wish to do is this: We look upon this American mail traffic as of enormous importance, and we are anxious to have every line opened so as to preserve the South of Ireland for the American mail traffic, and to give every facility we can, both by the Dublin and by every other route.

41642. Assuming you had this line made, what would be the total saving of time?—As regards the present route by Rosslare?

41643. Yes?—About an hour.

41644. That is, a passenger from Cork would make his journey in an hour less time by reason of this line?—Well, I should hardly say from Cork; I am speaking rather more in regard to Queenstown, because there is an extra saving of time from Queenstown by their not having to go to Cork. I understand that the present time allowed from Queenstown to London by the Kingstown and Holyhead route for the American mail by special train and special through service is 16½ hours.

41645. Allowed by the Post Office?—Yes; and I understand that that could be done with a special train and special non-stop service by this route, if this line were made, in between 12 and 13 hours.

41646. What time do they actually take by the Kingstown and Holyhead route—do they take the full 16½ hours?—They sometimes take more.

41647. They generally take that, I suppose?—I think so.

41648. And you think that the service could be done by this proposed new line in 12 or 13 hours?—So I understand.

41649. There has been a very vigorous effort, comprising various elements of strength, lately made to take away the service from Queenstown?—There are a great many opponents.

41650. But for the moment the Postmaster-General has decided in favour of Queenstown?—So I see by the newspapers, but I have had no official communication to that effect. But I see by the newspapers that the Postmaster-General, after consideration, decided that Queenstown was to go on.

41651. But you are quite uncertain how long that will last?—They say in the newspapers that it is to go on for some years. Queenstown has this enormous advantage, that even at the very lowest state of

the tide we have had the *Mauritania* and the *Lusitania* both entering and going out of harbour. There is no other place where that could be done.

41652. You are open to attack at present, but if you had this line and this period of transfer between Queenstown and London of between 12 and 13 hours, you think that even if you were not impregnable, you would at least be very much stronger?—Yes, because a few hours makes an enormous difference; it may mean the catching of the outward mail. If there were three hours saved it would mean six hours on the double journey, which would be half a day.

41653. You are asking for this £93,000?—We think it ought to be given.

41654. What do you say as to the remainder of the capital?—I have no authority to speak on behalf of any company, but the companies have been taking a great interest in the South of Ireland, and I think they would probably find the remainder of the capital for this line. But I cannot say that absolutely. At any rate it would be an enormous assistance if the £93,000 were made available.

41655. How far would the proposed line penetrate into the County Waterford?—It might come across about there (*indicating on map*), but that is an engineering matter.

41656. The line would serve to some extent the same district as the original Dungarvan line?—Well, the Dungarvan line is there still.

41657. But it would be in the same district as that line?—It would take this country across here (*indicating on map*).

41658. You think that if this £93,000 were made available for the purpose which is urged by certainly a very powerful combination of local authorities, the companies concerned would probably find the remainder of the necessary capital?—I think it is very likely, but I have no authority to speak on behalf of the companies, and therefore I cannot say definitely whether they would. But I think it extremely likely that the money would be forthcoming.

41659. And you are a highly intelligent observer?—That is my own opinion; I cannot give you more than that.

Examined by Colonel Hutcheson Poë.

41660. I think that at the time of the Fishguard Act of 1898 it was part of the understanding that the railway companies should not only construct the line from Cork or Dunkettle to Fermoy, but also bridge over the river at Cork?—Yes.

41661. And that when both these conditions had been complied with the Government would practically give them back the £93,000?—Oh, no. There has always been a great deal of misconception upon that point. The railway connection in Cork had nothing whatever to do with the £93,000.

41662. The railway bridge had not?—Nothing whatever.

41663. I think you are under a misconception?—I have the agreement.

41664. And there is nothing about the bridge in it?—There is an undertaking on behalf of the Fishguard Company to build a bridge across the river at Cork.

41665. And that when that and the Fermoy and Dunkettle line were completed the whole of the £93,000 would be available; is not that so?—That is not so.

41666. It is only conditional on the Fermoy line?—The Fermoy line and the Waterford and Rosslare line.

41667. You are aware that at the time the Board of Works, acting on behalf of the Treasury, sold their interest for £93,000, they also forewent a matter of £54,000 in respect of arrears of interest?—I believe there was a good deal of interest outstanding, but I do not know what the amount was.

41668. They lost £54,000, and also a large sum in respect of the Waterford and Dungarvan line?—Yes.

41669. So that I only put it to you that I am afraid, unless the conditions embodied in the Act were complied with, the Treasury, having lost such a large sum of money in connection with these two lines, would hardly be prepared to make a further grant?—If they are prepared to give £93,000 on the construction of a connecting line from Cork to Fermoy, I do not see why they should not give it on the construction of a line between Youghal and Cappagh.

The Fishguard Co.'s obligations under the Act of 1898.

41670. I was under the impression that a part of that was in connection with the bridge over the river at Cork, towards which the Government have now given £25,000?—There is absolutely nothing about that. I can read the whole agreement.

The promise to construct a bridge over the Lee in Cork to connect all the railways

41671. I am quite satisfied if you have assured yourself that that is the fact?—To make it perfectly clear I had better read the clause. "The Treasury, upon being paid the said sum of £93,000 and interest, and upon being satisfied that half the works . . . between Rosslare and Waterford and Fermoy and Dunkettle respectively have been completed, shall advance and pay to the Fishguard Company the sum of £50,000, and upon the certificate of the inspecting officer of the Board of Trade that the whole of the said works have been completed, shall pay the sum of £43,000." That is £93,000 on the two lines.

41672. You say that the line between Waterford and Rosslare was the first part?—Yes.

41673. That they have done?—Yes, and they have not done the other.

41674. Have they been paid anything in respect of the Waterford and Rosslare line?—No; they are not entitled to get anything until they have done both. They have done half and got nothing.

41675. That would constitute an additional argument in favour of their being given a certain grant if they carry out this line of which you have spoken?—Precisely.

The retention of the American mails at Queenstown.

41676. As Mr. Sexton pointed out, you have, for the time being, overcome the opposition of these other interests and kept the American mails at Queenstown, but no doubt at the end of the period which the Postmaster-General has approved the agitation will be renewed?—Yes, undoubtedly.

The proposal to select Holyhead as a port of call for the American mails.

41677. And if you can show a saving of two or three hours in the transfer of the mails *via* Queenstown, Youghal, and Rosslare as compared with the Holyhead route to London, it will probably frustrate any further attempt on the part of your opponents to deprive you of the very great benefit which you now receive?—Our point of view is that both routes ought to be open. Sometimes it might suit to send the mails *via* Dublin and Holyhead, while at others it might be more convenient to send them the other way.

41678. But it would not be likely to be taken away from you for the benefit of Holyhead under such circumstances as you point out?—I do not think so. I do not think that Holyhead is a suitable place for the American mails at all.

Mr. Thomas Farrell examined by Sir Herbert Jekyll (*in the Chair*).

41679. Mr. Farrell, you reside at Youghal?—Yes.

41680. And you are prepared to give evidence on behalf of the Cork Conference of local bodies in favour of the railway between Youghal and Cappagh?—Yes.

41681. What is your business or profession?—I am a large general merchant, manufacturer, and shipowner.

41682. Have you acted as secretary to this conference of local bodies mentioned by the previous witnesses?—No; I am a delegate only. The Secretary to the Cork County Council, together with the Town Clerk of Youghal, acted as secretaries.

41683. What was this conference of local bodies?—A conference of all these local bodies which met in the Municipal Buildings at Cork, and it appointed Mr. Ronan and myself to attend here and give evidence.

41684. The proposed line between Youghal and Cappagh has been in contemplation for a great number of years, has it not?—Yes; it was originally surveyed by the great engineer, Brunel.

41685. As far back as 1864?—Yes.

41686. Have you anything to say about that line?—It is the shortest possible route between Queenstown and Rosslare.

Jan. 16, 1908.

Mr. Thomas Farrell, Youghal, Representative of Councils and Local Bodies in Cork County and City.

Advantages of the proposed route for railway from Youghal to Cappagh.

41687. *Mr. Sexton*—Shorter than even the Fermoy and Dunkettle line?—Yes, because you would have to come to the junction which is to the west, and from there to Dunkettle.

41688. *Sir H. Jekyll*—What would be the saving in time by the adoption of this route?—I estimate that there would be a saving of 1¼ hours from Queenstown to Rosslare as compared with the present route.

41689. Is the present terminus at Youghal inconveniently situated?—Extremely so.

41690. Where is it with respect to the town? Does it lie out of the town?—It lies on the beach. Between that and the town proper there is about 80 or 100 feet of a hill, and a distance of a mile and a quarter to the centre of the town.

41691. Would this proposed line pass right through the town?—Yes.

Suggested route for the line.

41692. By extending from the existing terminus or by taking a branch?—By taking a branch a mile or two from westward of present terminus either the north end of the town of Youghal, and cross the estuary of the Blackwater.

41693. Would it cross the Blackwater near the town?—About a mile to the north-east.

41694. It would be a very long bridge, would it not?—No, comparatively short. The estuary at the town would be at some places nearly a mile wide, but a mile to the north-east it narrows. The bridge would be about 100 yards long.

Inconvenient position of the existing Youghal station.

41695. Is the existing terminus so far from the stores and factories that a considerable expense for cartage is thrown on the inhabitants of the town?—I estimate the expense of cartage at about £1,500 a year.

41696. And you think that a good deal of that might be saved?—I do.

41697. Enough, in fact, to pay the interest on a portion of the capital for the new line?—Yes.

41698. What other advantages would the new line have?—For the tourist traffic it would open up a very large country which is at present unapproachable. Youghal is a sea bathing place of repute in the south; there is a beautiful strand, and safe.

Industries to be developed by the extension.

41699. Would it develop any new trade?—I think it would increase the brick trade, in the first place. We are very much hampered by the distance from the terminus and the heavy cartage expense.

41700. Is there any fish trade there?—It is practically undeveloped, except the salmon of the Blackwater. There is a little fishing at Ardmore, but it is so far away from the terminus that there is no means of getting the fish along at a reasonable cost. It is brought in by donkey carts, then taken across by an eighteenth century ferry boat, and then carted a mile and a quarter.

The promoters' claim for the Treasury grant promised for a line from Cork to Fermoy.

41701. What have you to say about the Treasury grant of £93,000 that we have heard of?—I agree with the previous witness that if this railway were substituted for the Cork and Fermoy line we would be equitably entitled to that money. It would also be giving some return to the ratepayers of the west and south-west of the County Waterford.

41702. You say that the ratepayers have been and are still paying rates to produce the interest on the Government advance?—The rates are imposed still.

41703. But I thought that the amount had been repaid?—There is still a railway rate paid, although it has been reduced.

41704. Even though the capital sum has been repaid to the Treasury?—Yes. I cannot give the details.

The baronial guarantee for the Dungarvan line

41704A. *Mr. Sexton.*—I think it was a condition of the Amalgamation Act that there should be a payment for a certain number of years in respect of the Dungarvan line.

Mr. Croker Barrington, Solicitor.—Yes; there are seven years to run, I think.

Sir H. Jekyll.—And at the end of that time it will cease?

Mr. Croker Barrington, Solicitor.—Yes.

Mr. Sexton.—It was a Parliamentary bargain.

Mr. Croker Barrington, Solicitor—Out of the £14,000 we returned £7,000.

Mineral wealth of the district.

41705. *Sir H. Jekyll*—Would the line tap any minerals?—It would tap a large amount of iron ore which is known to exist and a very large slate quarry which my firm had inspected by an expert some years ago, and in which, to our certain knowledge, there is a very fine supply of first-class slate.

41706. And you think the line would have some naval and military uses as well?—Yes. For strategic purposes I presume a line right along the coast would be of use in case of necessity between Waterford and Berehaven.

41707. As regards the tourist traffic?—I believe the line would increase that very much. Even as it is there is a very large tourist and excursion traffic to Youghal.

41708. Has the tourist traffic developed very much since the opening of the Rosslare line?—Not to Youghal; they pass it by. We have a little steamer coming from a point up the river at Cappoquin, a station on Rosslare to Cork Railway, to Youghal, but she has to work according to the tide, and in that way she is unable to tap any traffic that may come our way.

41709. You think that the line is one which might become remunerative?—Yes, but not with the local traffic, but would rely on the mails and through traffic.

41710. But with a grant of £35,000 or £40,000, you think it might produce 3 per cent.?—I do.

Examined by Mr. Sexton.

41711. The ratepayers of the guaranteeing area of the Dungarvan line had originally to pay, I think, £14,000 a year. Was it a fixed charge of £14,000 a year?—The rate was about 1s. in the pound, but I think it varied according to the locality.

41712. I should have thought that a guarantee of that kind would have varied according to the circumstances of each year?—I think it was fixed.

41713. When the Great Southern absorbed the Dungarvan line into their general system, the effect of the Amalgamation Act upon that particular matter was to reduce the liability from £14,000 to £7,000 a year, and also to make it terminable?—Yes, so I understand now.

41714. But they are, at any rate, paying this £7,000 a year at present?—Yes.

41715. They did at one time pay £14,000 a year, and have paid a great deal of it?—Yes, for a long time, since 1878 or 1879.

41716. What you say is that this line from Youghal to Cappagh would be beneficial to that very district which is yielding that guarantee?—Yes.

41717. It would facilitate the distribution of imports from Youghal?—Yes.

41718. More cheaply than at present?—Yes. Youghal is simply tied hand and foot; it does not disperse anything except what comes by river.

41719. It would promote access to the best markets for the farmers of West Waterford?—Yes.

41720. And it would develop new industries perhaps, such as the mining of iron ore and the making of bricks?—Yes, and slates.

41721. And you think that in that way the general prosperity of the district would be aided by this line?—I do. I would expend a good deal of money if the line were there, in developing the brick industry of our firm.

Examined by Colonel Hutcheson Poë.

41722. At the time of the original survey—though perhaps the figures would not be very applicable to the present day—was an estimate given of the probable cost?—I did not see that.

41723. I think the previous witness said that it would cost £200,000?—I think that would be a very liberal figure.

41724. That is what I thought. It would be £12,000 a mile?—There are no engineering difficulties except the bridge over the estuary of the Blackwater; it is all practically level.

41725. You think a traffic would be developed which would be sufficient to pay interest of 3 per cent. on £160,000, assuming you got a grant of £40,000?—Yes.

41726. That would be about £5,000 a year over and above working expenses. Do you really think the traffic in the district would be developed to that extent?—I do.

41727. It is a considerable amount?—There would be an equitable charge on the rates for the railway when they come into the town of Youghal; it would be a set off against the £1,500 a year which I estimate as the expense of cartage.

41728. Even assuming you put aside £800 of the £1,500 which you now spend in cartage and so on, that would still leave about £4,000 a year over and

above working expenses to pay 3 per cent. dividend?—With the extra traffic.

41729. That is a large revenue for a small line, and I am putting it to you whether, with your knowledge of the district, you honestly think that the traffic which may be developed would bring in such a return?—I think it would, from my experience of the tourist traffic to Youghal and the excursions on Sundays. They have had as many as 13,000 passengers on one day from Cork and neighbourhood to Youghal.

41730. Is there any great development to be expected in the way of goods and agricultural produce?—Yes.

41731. A considerable amount?—Yes.

41732. So far as the Fermoy people are concerned, have you any reason to believe that they would raise any insuperable objection to this alternative route?—I believe that the bulk of the Fermoy people would not; they don't want the direct line.

41733. If they were told that if they did not get this line they would not get the other, they would probably not persist in any objection they might have; if they could not get the original line they would prefer to have this alternative rather than nothing at all?—I presume they would be generous enough for that.

Mr. Thomas Farrell. Youghal, Representative of Councils and Local Bodies in Cork County and City.

Probable attitude of Fermoy people towards the proposed line.

Mr. Jeremiah Hurley, J.P., examined by Sir Herbert Jekyll (*in the Chair*).

Mr. Jeremiah Hurley, J.P., Leap, County Cork.

41734. You are a Justice of the Peace of County Cork?—Yes.

41735. You live at Cononagh, Leap?—Yes.

41736. You are in business with mills and a creamery; what sort of mills are they?—Originally they were flour mills; I grind maize for the local people.

41737. The special point upon which you wish to give evidence is as regards the necessity for railway communication between Clonakilty railway station and the deep water in Glandore Harbour?—Yes.

41738. Is there a large mackerel fishing at Glandore?—There are 35 boats fishing from there.

41739. How is the fish sent to market from Glandore?—The bulk of the fish is cured for the American market; a portion is sent fresh by cart to Skibbereen, and then by rail to Cork.

41740. How does it get from Glandore to Skibbereen?—By cart.

41741. How far is it?—Nine miles.

41742. It is carted nine miles to Skibbereen?—Yes.

41743. Is that the nearest railway station to Glandore Harbour?—It is.

41744. That must be a considerable impediment to the trade?—It is hard for it to exist under the conditions.

41745. What sort of district is it between Clonakilty and Skibbereen?—It is a rather rich agricultural district from Clonakilty to Rosscarberry. At Rosscarberry you touch the slate district. The country between Rosscarberry and Leap to the head of Glandore Harbour has several quarries in it, only two of which are working at present.

41746. Slate quarries?—Yes.

41747. Is it a good slate?—It is a superior slate. The slate of the Benduff quarry is known all over the country.

41748. Is that an industry which could be largely developed?—Undoubtedly.

41749. And the development is hindered by want of railway communication?—Yes. I know myself when from 20 to 50 tons of slate were delivered from the Benduff quarry to Leap quay daily for shipping purposes, but the Welsh people were able to land their slates in Cork very much more cheaply than the Benduff people in consequence of the distance the Benduff slate had to be carted and the high railway charges.

41750. Is there any amount of slate there. Is the supply practically unlimited?—Yes.

41751. Some years ago the quarries in this district were worked in a considerable way?—They were. I myself have seen 200 men working in the Benduff quarry; that was always the principal one.

41752. And that number had dwindled down to how many?—To about 20. There are about twenty working in another quarry also.

41753. Is the sole reason for the decay of the industry the want of railway communication?—They were shut out from the market by want of transit facilities.

41754. That is the only reason that led to the decay of the industry?—Probably there are others; the fortunes of the quarry ran down with the smash of the old Munster Bank. Mr. Shaw, who was Chairman of the Munster Bank at the time, was half owner of the quarry.

41755. Was that in 1885?—I am not certain; it would be about that time.

41756. The slate has to be carted to Skibbereen railway station?—Yes.

41757. Eleven miles distant?—Yes, eleven miles from Benduff, and about ten from Madarana.

41758. So that the slate, to get into Cork, has to go eleven miles by road and fifty-three by rail?—Yes.

41759. Although the quarries themselves are only about forty-three miles from Cork; is that so?—That is so. That is the Benduff quarry; the other one would be two miles farther.

Proposal to connect Clonakilty with Glandore by railway.

41760. You refer to another industry connected with the clippings of slate. How can they be used?—Mr. Swanton, the former owner of the property, sent some of these clippings over to England to see if they could be converted into a serviceable brick. I saw the bricks myself, and they were undoubtedly most excellent. There are millions of tons of that stuff waiting there to be converted into something useful.

41761. You are of opinion that it is of the greatest importance for the development of the district that a line of railway should be constructed connecting Clonakilty railway station with the deep water in Glandore Harbour?—That is so.

41762. Have any plans and estimates for such a railway been made?—There was, at one time, to Rosscarberry, but no farther. A meeting was held in Unionhall, and it was unanimously decided to suggest that the deep water in Glandore Harbour should be the terminus, for the reason that the fishing boats could come alongside and land their catches of fish into the train, instead of, as at present, the fish having to be handled out of the vessel, put into small yawls, and re-handled in being discharged from the yawls on to the quay. All this handling is detrimental to the proper curing of the fish, and also keeps the fishing boats from the fishing grounds, as they are delayed in the harbour while it is being done, and very often they are not able to reach the fishing grounds when they get free.

Importance of having the terminus at Glandore Harbour.

41763. And there is also the expense of that handling. Are there any physical obstacles to the construction of such a railway?—None.

No physical obstacles to the construction of the line.

41764. Could it be constructed cheaply?—I think at about the average rate. The portion of the country from Clonakilty into Ross would be cheap, but from Ross to the west it would be a little rough.

41765. But there is no mountain range to cross?—Not a bit, nor any river of importance.

41766. Would the harbour at Glandore need improving?—If this scheme were carried out I think the quay could be cheaply built in a position that would enable the fishing boats to come to it at about half tide with their catches.

41767. What quay accommodation is there now?—There is a pier. But it is not suggested to have the railway terminus where the pier is, but about half a mile further up the harbour, towards Leap, midway between Leap, Unionhall, and Glandore. There are three villages, and they agreed amongst themselves that the station should be built at a central point between them, so as to serve all three at the same time.

Proposed position for the station at Glandore.

41768. Is it a safe sheltered harbour?—Decidedly; a beautiful harbour.

41769. Would it also help to develop the fairs of Leap and Rosscarberry?—Undoubtedly. The fair at Leap had dwindled almost to nothing for want of railway communication; buyers have refused to come there. The Ross fair has been kept on, but it is solely by the people of the locality; they asked the pig-buyers of Cork to come there to buy their pigs, and agreed to cart those pigs free of cost to the railway at Clonakilty; so they cart the pigs by their own horses or pay somebody else to do it for them.

A good live stock producing district to be served.

Local fairs dwindling owing to absence of railway communication.

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Mr. Jeremiah Hurley, J.P., Leap, County Cork.

41770. It is a large pig district? Yes.

41771. And cattle too?—Yes; but there are a lot of pigs in the district.

Present cost of transit a serious handicap to all local industries.

41772. Have you anything to say about the cost of marketing agricultural produce in the district as compared with other districts in West Cork which have railway facilities?—What I say about pigs will apply to cattle also. I have personal knowledge about butter, and I would like to hand in some figures in connection with the charges on that. A man in Cork City can land butter here in Dublin at less than 1*s.* a cwt., while a man where I live, only 44 miles from Cork, has to cart his butter into Skibbereen, a distance of nine miles, and pay 2*s.* 4*d.* on the net weight of the butter for it to come to Dublin.*

Comparison of the cost of marketing butter in Dublin from Cork and from Leap.

41773. Because it comes by land, whereas the Cork butter goes by sea?—It is all by the Great Southern line.

Mr. Croker Barrington, solicitor—It could not be all the Great Southern.

41774. *Sir H. Jekyll*—It goes by the Cork and Bandon Railway to Cork?—Yes.

41775. And is carted across Cork City to the Great Southern?—Yes.

41776. And taken by the Great Southern to Dublin?—Yes. My object is to show that from want of railway facilities it costs me more than twice as much as it costs the Cork man to place butter in Dublin. These delivery notes that I have with me will prove it.

41777. Do you confine yourself to butter, or do you wish to say anything about other produce?—I think that what applies to butter applies all round.

Danish butter landed in Dublin at a cheaper rate than butter from Leap.

41778. Have you anything to say about Continental and foreign freights?—Well, I cannot go into that matter, though I have a delivery note here which shows that Danish butter, *via* Leith, is landed in Dublin at a little less than it costs me. Danish butter is landed here *via* Leith from Copenhagen at about 1*s.* 9*d.* per cwt.†

41779. Have you any winter dairying in your district, or is it all summer dairying?—It is kept alive in the winter only in a struggling way, although we do better in the west than they do in some of the rich districts of the south.

41780. The climate is favourable?—Yes. The early potato growing industry could be immensely developed from Glandore along the western coast to Baltimore.

Development of early potato growing anticipated if railway communication established.

41781. It is particularly favourable for that?—Yes, decidedly. Hardly anything has been done there. I know of one instance where a man sent a small quantity of potatoes to the Dublin market, and the railway carriage was such that it only left a few pence to be returned to him; it was an infinitely worse market for him than he could have got at Skibbereen.

41782. Probably if it were done on a larger scale it would be more profitable?—Decidedly.

Examined by Colonel Hutcheson Poë.

Distribution of fish landed at Glandore.

41783. With regard to the fishing industry round Glandore. Where does the fish eventually go to, to Cork?—No; London.

41784. Does it go from Cork to London?—On account of the distance from Skibbereen to Cork they are never sure of getting a proper connection at Cork, and it sometimes goes by the Great Southern and the Holyhead route. I think that is principally the route.

41785. We have had evidence that from Kinsale there was a large export of fish by the Cork Steam Packet Company, and that the bulk of it went to Grimsby?—I have no experience of the market of the fish myself, but I know that some of it goes to Liverpool, I think by the Cork steamers.

41786. Is there not a steam trawler fishing service round the south coast?—There are steam trawlers coming there.

41787. Do they not take away the great bulk of the fish?—Their own catches only. The large fishing companies have their steamers to take up the fish; but that only applies to fish put on the market freshly caught; it does not apply at all to cured fish.

Glandore industry principally in cured fish; extent of the trade.

41788. Is it cured fish that you are speaking of in connection with Glandore?—The bulk of the fish coming into Glandore is cured, because of the great inconvenience of having it iced in Cork, and the great expense.

41789. Have you any idea of the quantity that is caught in that particular district?—I could not give the quantity in bulk, but the 35 fishing boats engaged are doing very well there; the fishermen are very well satisfied with their earnings, so that their catches must be considerable.

41790. But the fishing is only for a short time, spring and autumn, is it not?—Spring and autumn, about seven months in the year, I think.

41791. I think we had evidence from Mr. Green to show that the fishing on the south coast had rather decreased, and that there was not the same quantity of fish caught on the south coast now that there was some years ago?—I agree with Mr. Green in that.

41792. That would rather tend to show that there was not the same necessity, or at any rate, that one would have to be satisfied that there was something more than the fishing industry to sustain in connection with the railway? The fishing would be one item only. We depend a great deal on the quarries. We think that if there was a railway running to the quarry gate or within a reasonable distance of it we could land our slate in Cork City at a cheap rate, and thereby capture the Cork trade. We believe that we could drive the Welsh slates out of Cork if we had railway facilities to land our slates in Cork, and that capital, local and otherwise, would at once drop into the quarries.

41793. *Sir H. Jekyll*—That is a point I wish to mention. In other places where there are valuable mineral deposits it is found worth while for the owners of the quarry or mine to make a railway themselves to the nearest harbour?—Unfortunately the companies are not in a position themselves to build a railway; the finance of the Benduff quarry was ruined at the time of the smash.

41794. *Colonel Hutcheson Poë.*—I can hardly understand, if they turn out such good slate and employed a couple of hundred men some years ago, why some company has not been formed on the ashes of the old one to take the working up?—The Swanton family were always interested in the quarry; they were the principal owners of the quarry, with the exception of Mr. Shawe, as far as I can recollect, and they were most anxious to keep it in the family. Mr. Swanton did put it on the market some years ago, but I think they say that he was asking too excessive a price for it.

41795. The slates a few years ago were capable of finding a ready market?—Yes.

41796. Was there a large output in those days?—Very large.

41797. Were they used in Ireland?—In Ireland, and there they were carted to Leap quay for shipment to Scotland—Glasgow.

41798. There was a good market across the Channel?—Yes.

41799. It is very curious that it should have been so and yet no effort has been made to resume the working?—That slate has been on houses for 200 years, and it is still as sound as it was on the day it left the rock; that is a proof that it is good slate.

41800. In the days that you speak of, did it compete on favourable terms with the imported slate in Cork?—Decidedly. It had a large sale in the city of Cork. They had to cart the slate to Dunmanway or Bandon, and then they had a yard in Cork where they did a big trade.

41801. I presume that the slate quarries are not at all worked out?—Oh, no.

47802. There is plenty of material?—Millions of tons. The Glandore mines are open now, and are likely to be developed.

41803. What mines are they?—Manganese and copper.

41804. Is that a resuscitated industry or one freshly started?—The mines have not been worked for years. A new company has taken the matter up six months ago.

41805. With what result?—They are most decidedly pleased with the result.

41806. With regard to bricks, I am afraid you must not count too much on that industry, because unfortunately in nearly every part of Ireland there is good brick-making material. So that unless you had a very large market for your bricks locally I am afraid you could not do much good at it. Has your brick trade a very large local market?—If we had a railway and the plant we could compete with anybody.

* See appendix, No. 17—I., II., and III.

† See appendix, No. 17—IV.

41807. I am afraid you would find that you could not compete with bricks at any distance, because nearly every part of Ireland has its own brick factories?—Of course.

41808. With regard to this railway from Glandore to Clonakilty, has any estimate of the probable cost been made?—No; but the estimate for the portion to Ross was about £5,000 a mile. There was no estimate from there to the west.

41809. *Sir H. Jekyll*—The distance is about eleven miles, is it not?—To Glandore, yes; about thirteen miles.

41810. *Colonel Hutcheson Poë*—It would probably cost about £40,000 or £50,000, and you would not be likely to meet with any guarantee from the baronies; they have had a sufficiently bitter experience of guaranteeing throughout Ireland generally?—The ground over which we should go into Ross is already paying a guarantee on the capital that built the Courtmacsherry line. Into Leap and west of Glandore Harbour a guarantee is being paid by the district in connection with the Schull tramway.

41811. There are heavy guarantees already. At any rate, if there was to be any railway made, it would have to be done with either private capital by a company or by State assistance?—Yes.

Examined by Mr. Sexton.

41812. How far do you say it is from Clonakilty to Glandore Harbour?—Thirteen miles.

41813. This line might be a light railway?—Our experience of the light railway that we have already from Skibbereen to Schull is not satisfactory. To be of any use the railway should be on the Cork and Bandon Railway gauge—the ordinary gauge.

41814. The regular gauge?—Yes.

41815. That would mean a matter of about £50,000?—I think it would.

41816. Do you anticipate that between the fisheries, the quarries, the carriage of imported goods, and the transit of goods for export, that line might prove remunerative after a time?—I really think it would. I think the district is capable of such development that after a little time the line could be made a paying concern.

41817. Suppose you were able to put the case, as you have put it here to-day, before an Irish authority, say an elected body, with funds at its disposal, do you feel a good deal of confidence that they would be willing to make the line, with the certainty of developing the district, and in the hope of a financial return?—I do not know what they would do, but I know from personal knowledge that the district is capable of development.

41818. I mean, if you could put that case before an Irish authority, an elected body, having funds at its disposal, should you feel confident that such a body would consent to make the line?—An Irish authority acting on behalf of Ireland would not leave such a rich little district undeveloped. I mean a district rich in mineral and slate deposits having a beautiful coast line. I think it would certainly give the money.

41819. If your district were in Australia, or even in India, to say nothing of progressive Continental countries, do you think that these fisheries and mines would have been left until now without railway accommodation?—Not at all; they would have been developed long before we were born if there had been an Irish authority.

41820. On the other hand, under this irrational system of unlimited local guarantees, appeals to companies, and appeals to the British Treasury, have you any confidence at all that the very considerable needs of Ireland in these respects will be fairly or promptly met?—Indeed I have not the remotest hope. I have had experience of the expense of attending in London to get these things done; and even then they are badly done. There is not an Act that we got from them in which there is not still some working defect.

41821. I have had some experience of that myself. They seem never to be able to pass a law but year after year there is a necessity for passing amendments to it, the original law having been so bungled?—Unfortunately that is our experience.

41822. Even if there were no question of high fares and rates at all, does it appear to you that merely for the purpose of perfecting the transit system and making the necessary lines we require a central Irish authority with funds to deal with the question in a reasonable and sufficient manner?—Certainly. That district has been there since the Creation, and nobody has done anything for it. Are we to wait until England wakes up long after we are dead? An Irish authority ought to be established at once to deal with these things.

Unsatisfactory nature of the present system of obtaining State aid for railway extensions.

41823. Has your district suffered much from emigration?—Very considerably. In the parish in which I live the population is only about one half what it was in the famine times. I heard the parish priest speaking about it a few years ago. There was a population of nearly 7,000 before the famine of 1847; it is only about 3,000 now.

41824. West Cork has suffered as much as any part of Ireland?—I think so. There are other parts of Ireland that have suffered equally, perhaps, but I think there is scarcely a district that suffered more during the famine times than the district round West Cork.

The necessity for establishing an Irish authority to deal with the transit question.

41825. Would it be true to say that substantially the cause of emigration is want of work, want of means of living in Ireland?—There would be a great deal of truth in the statement. Wages are not sufficient to keep any self-respecting man at home while he has got the world in which to go and look for a fortune.

Decline in population caused by emigration due to want of employment.

41826. The quarries formerly gave work to many men; the Benduff quarry alone employed 200, and now it employs only 20?—Yes.

Welsh slates imported at low rates to the injury of the Leap industry.

41827. Then, as now, there were no railway facilities, and the question is asked why has the number of men employed so greatly fallen off?—Because the importation of Welsh slates is very much greater now than then. The Welsh slates are able to reach Cork much more cheaply than they could then.

41828. In the course of these last thirty years facilities have been increased and freights lowered for the purpose of importing goods into Ireland?—Exactly; it has increased competition from every direction.

41829. Competition is more keen than it was, and if you want to explain why there are 180 men less employed in this quarry you have to say that it is because the railway systems in combination have made it cheaper and easier for Welsh slates to come into Ireland?—Yes.

Extent of the employment formerly afforded by the Benduff slate quarry.

41830. You will not find Welsh quarries hampered by want of communication, of quays, railways, and harbours?—I would like to say that in this quarry, where 200 men were employed, the work was done on a contract system, with a substantial weekly wage, I think of 12*s.* per week per man, and these men would have at the end of the month £2 over their weekly wages or in addition to it at the very least on their monthly contracts. That comes to considerably over £1 a week for the common labouring man at that time, while the skilled workers who split the slate at the rock would get £3 or £4 a month on their contracts over and above weekly wages.

41831. The quarries are practically inexhaustible?—Yes.

41832. And the slate is of first-rate quality?—Yes.

41833. Slates which have been on houses for 200 years are as good to-day as when they were put on?—Yes.

Annual value of imported slates and other stones.

41834. Is there any reason, on the merits, why we should import slates and other stones to the value of a quarter of a million a year?—There is no reason whatsoever, leaving our own slate quarries undeveloped, and sending our men to Wales for work.

41835. You are worse off because you have no railways at all; but we have heard of quarries where there are railways—in West Cork, too—which have been unable to take contracts in Tralee because they could not get through rates on the railways?—I cannot speak of that; that would be in the Clonakilty district, I imagine.

Failure to obtain through rates from the railway companies.

41836. The Cork and Bandon Company was willing to give the rate, but the Great Southern Company was not, and accordingly the contract fell to the ground. So that between the quarries with no railways and the quarries which are not facilitated by the railways the slate industry appears to be in a bad condition. Now, about the fishing. There are thirty-five boats. I suppose there are perhaps 200 families dependent on that industry?—There are eight men in each boat, as well as the shore hands, the people who handle the fish on shore.

Inconvenience and loss at present occasioned to the fishing industry.

41837. You get on better than Kinsale; you do land the fish in Ireland, at any rate?—Yes.

41838. But you say that owing to want of railway and want of quay accommodation there is too much

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handling of the fish, long cartage, delay, deterioration of the fish, and also detention of the fishermen from the fishing grounds, with consequent reduction of their income?—Yes.

Fish trade obstructed owing to want of pier accommodation.

41839. All that could be avoided by a slight expenditure, you say?—Yes. I say that a quay could be built there with a railway station on top of it, so that the fishing boats could come alongside with their catches of fish at half tide, and deliver their fish in thirty minutes, and clear off to the fishing ground again, instead of having to remain for hours in the harbour, as at present.

41840. In your slate industry you are hit by the low rates from Wales into Ireland, and in your butter industry by the low rates from the Continent into England and Ireland?—Yes.

Butter trade with Dublin handicapped by absence of railway accommodation.

41841. First, let me refer to Dublin. Do I understand you to say that the producer who sends butter from Cork to Dublin can send it for 1*s.* a cwt., whilst you in the same county have to pay 2*s.* 4*d.*?—That is so; I have dockets here to prove it.*

41842. That means that when you sell butter in Dublin you have to get 26*s.* a ton more to have the same profit as the Cork trader?—Yes.

41843. Or else lose your market?—I have to sell under those conditions. I buy milk from the farmers, and manufacture it into the most excellent butter. I defy the Danes or anyone else to make better butter than I make myself. I manufacture that butter, and send it here, and it costs me 1*s.* a cwt. more to market that butter in Dublin than it does the man in Cork, and that 1*s.* comes out of the farmer's pocket.

Average loss per ton.

41844. Practically the want of railway accommodation costs you 26*s.* a ton on your butter?—Exactly.

41845. And you have to submit to that (or lose the Dublin market), and sell the butter on unfavourable terms at some inferior market?—That is so.

41846. It is a heavy burden—a great disability?—Decidedly.

41847. You say that it applies all round, whatever you have to sell, if you have to send it to such a market as Dublin?—My experience is confined to butter alone, but the same conditions must prevail in regard to all other commodities.

41848. Did I understand you to say that Danish butter could be sent from Copenhagen, *via* Leith, to Dublin for 1*s.* 9*d.* a cwt?—Yes.

41849. Now let us consider that. Butter can be sent from that country across the sea from Copenhagen to Leith, by rail from Leith across all Scotland?—I don't know the route.

41850. From Leith to Glasgow, I suppose. It is sent by rail across Scotland, and then by sea to Ireland for 35*s.* a ton. The Dane gets his butter into Dublin for 35*s.* a ton, and you pay 46*s.* a ton; so that as far as the cost of transit affects the competition the Dane can undersell you in the capital of your own country by 11*s.* a ton?—Yes, and I assert that he cannot beat me in quality.†

41851. It would certainly seem that a system which allows that to happen is urgently in need of amendment, at any rate in the interests of Irishmen?—It does; it ought to be ended.

41852. *Sir Herbert Jekyll.*—The only difference is that the Dane sends his butter all the year round and the Irish only in the summer?—Unfortunately yes. But personally I send butter to Dublin every week in the year.

41853. *Mr. Sexton.*—I hope winter dairying will be extended in Ireland, and I expect it will when the people realise the disadvantage they are now under in the British market?—We do a little down our way, but it is not much.

41854. But you will do more?—Yes.

41855. In the meantime the fact that you make butter only during a part of the year does not make the heavy rates easier to bear?—Not a bit.

41856. But harder?—Yes.

Mr. Joseph William Shea, J.P., examined by Sir Herbert Jekyll (*in the Chair*).

Mr. Joseph William Shea, J.P., Representative of Tipperary Farmers' Society.

41857. You are a Justice of the Peace, and you come to give evidence on behalf of the Tipperary Farmers' Association: is that so?—Yes. It is non-political and non-sectarian.

41858. Is the Tipperary Farmers' Society a new society?—Yes. It has started within the last six months.

41859. You are in business yourself?—I represent an English firm in the egg and butter trade, and my business takes me over portion of the County Clare and the County Kerry and the County Tipperary.

41860. You were deputed by the South of Ireland Butter Merchants' Association to represent them before the Board of Agriculture in England?—To make certain representations as regards the standard of water in butter before the late Mr. Hanbury, Minister of Agriculture. I also went over on behalf of the amalgamation of the Great Southern and the Waterford and Limerick railway systems.

41861. And you are familiar with the railway systems of the South of Ireland?—For the last thirty years.

41862. Including the West Clare Railway?—Yes, since it was established.

Necessity for low rates for butter to meet foreign competition.

41863. What is your opinion as to the prospects of Irish farmers in connection with the rates on butter, local and through, which are charged by the Irish railways?—Taking into consideration the keen competition from the Colonies and Continental countries as distant as Russia, it will be very, very hard for farmers to do well. Another thing to be considered is the cost of labour on account of the increased emigration for the last fifteen years, and this will make it very hard for tenant farmers in Ireland to fulfil their obligations to the Government in repaying the instalments of loans to purchase their holdings; and I may tell you I am in daily touch with the tenant farmers in a good portion of the South and West of Ireland.

Need for change in the working of the present Irish railway system.

41864. You think the country is unfavourably situated as compared with foreign countries which have State Railways?—That is so.

41865. In reference to the working of the Irish railways, in your opinion they are worked more for the interests of the shareholders than for those of the country at large?—That is so.

41866. Do you think under the existing system it is difficult to expect any large increase of the dairy industry?—I think so. It cannot be expected owing to foreign competition and the railway companies prohibitive railway rates.

41867. Did you hear the evidence of the last witness?—I did not follow his evidence. I happened to be engaged writing.

41868. Do you agree with him as to the effect of foreign importations? He told us that Danish butter can be imported at a cheaper rate than you can send butter from the South of Ireland to Dublin?—I would not be surprised.

41869. Does your experience bear out that statement?—Yes.

41870. Has the price of butter gone down in recent years?—Very much. I may instance what the loss is. Between the year 1874 and 1877 the average price of butter realised by farmers varied from 160 to 175 shillings per cwt. About the year 1879 Danish butter was coming on the English market in increased quantity, and as a result the average price the farmer realised for his butter in the year 1879 was somewhere about 70 shillings a cwt.

41871. And you attribute that great reduction in price to the importation of Danish butter?—Yes. The climate has also had some influence in recent years. You are not able to make as much butter from the raw material, the milk, as when you had more favourable seasons, as you had in the 'seventies.

41872. Have there not been improvements in the manufacture of butter?—Yes, material improvements.

41873. With the introduction of the creameries, improved machinery, and improved methods?—Yes.

41874. In spite of all that the price has gone down?—Yes. At that time in the 'seventies Continental butter, Canadian and South American butter, and butter from the Argentine Republic were unknown in the English market.

41875. Does the same thing apply to hay?—Yes; in fact the prices in those years ranged from 74 to 77 shillings and £4 a ton, and the average price from the back end of 1907 to this month works out somewhere between 30 and 40 shillings a ton.

* See appendix No. 17—I., II., and III.

† See appendix No. 17—I., II., and IV.

41876. What is the cause of that? No hay is imported from Denmark?—None, but the hay growers had to come down to that, chiefly owing to the fact that last season being a very unfavourable season for farmers. As late as the month of November I have seen hay that could not be removed from the fields to farmers' homesteads to put in ricks and hay-sheds owing to the bad weather.

41877. The fall in the price of hay is not owing to the same cause that has brought down the price of butter?—The same competition from the Continent.

41878. Is there?—Yes. Besides electric trams have taken the place of horse haulage in England.

41879. In the period referred to has there been any reduction of railway rates at all corresponding to the reduction in the price of the articles?—Not that I am aware of. I take it—I am not quite certain—that the classification for butter would have taken place in the seventies. Since then there has been no adjustment of these rates.

41880. Was the classification not adopted in 1891?—There might be an adjustment in 1891. I am not aware of it.

41881. *Sir Herbert Jekyll.*—I mean the statutory classification.

41882. *Mr. Croker Barrington, Solicitor.*—Under the Act of 1888?—No. I don't think that would apply to butter. The same rate applies to butter to-day, 37*s.* 6*d.*, that obtained in the early days.

41883. *Sir Herbert Jekyll.*—It became a statutory rate in 1891 in consequence of the Railway and Canal Traffic Act of 1888. You mention the Railway and Canal Commission as a court of appeal, but you say that no use is made of this procedure?—Not as far as private traders, or I would go so far as to say public bodies are concerned, for the simple reason that the expenses to be met with would be too great. Pending the railways being placed under Irish control, if the Government could see their way to create a simple court of appeal to which traders and others could resort without much expense whenever they feel any grievance with regard to existing rates.

41884. I suppose you are aware that the Department of Agriculture and Technical Instruction are empowered by Act of Parliament to bring applications on behalf of farmers to the Railway and Canal Commission?—I am aware of one case that they have taken up against the Great Southern and Western Railway successfully on behalf of farmers.

41885. *Mr. Croker Barrington, Solicitor.*—There was an effort on our part to remove a number of anomalies. The late Mr. Colhoun was very keen on doing that. The Board of Agriculture intervened, and we were defeated.

41886. *Sir Herbert Jekyll.*—That is a means of getting grievances redressed which you are aware of. If the Board of Agriculture think the case sufficiently good they are empowered to take it to the Railway and Canal Commissioners on behalf of farmers?—Yes. That is not generally known throughout the country.

41887. The value of eggs has largely increased in recent years?—Yes.

41888. Owing to a large extent to the efforts of the Department of Agriculture?—Yes, and ably assisted by the labours of the County Committees of Agriculture.

41889. Is there room for a still larger development of the egg trade?—Decidedly.

41890. It is a growing trade?—Yes, so long as they could get what you might call a reasonable rate, both companies' risk and owner's risk rate. The merchants now send at owner's risk rate for the simple reason that competition is so keen from Continental countries, notably Russia, in recent years that eggs have to be booked at owner's risk rate, and if they are damaged in transit they have got to abide by it.

41891. If there were better rates given for the egg trade they would stimulate the trade largely?—Decidedly.

41892. Still in spite of the existing rates the trade is a growing one?—Yes. Might I give some of the rates for eggs: Limerick to Bolton—Bolton is classified under the Manchester group—a ton lot at owner's risk rate would be 36*s.* 8*d.* The same rate from Tipperary, although it is twenty-two miles nearer Bolton, would be 43*s.* 4*d.*

41893. Why does that difference exist?—I cannot offer an explanation, but it is a great injustice to our district.

41894. Your Association have communicated with the railway company on the point?—No; as you are aware, it is only in existence for a short time—six months; but no doubt those matters will meet with attention.

41895. It will be worth while to approach the railway company and point out the difference and see if you can get a lower rate?—It should be on the same basis as the existing rate from Limerick, which is twenty-two miles further from Bolton than Tipperary.

Comparison of butter rates, Tipperary to Liverpool and Manchester, and Clonmel to Liverpool and Manchester.

41896. Now, as to butter rates?—The rate on butter from Tipperary to Liverpool *via* Waterford is 26*s.* 3*d.*; the rate from Clonmel to Liverpool *via* Waterford is 13*s.* Clonmel is only 21½ miles from Tipperary. I would like to draw your special attention to this rate. The rate from Tipperary to Liverpool is 26*s.* 3*d.*, and the rate from Clonmel is only 13*s.* The rate from Tipperary to Manchester is 37*s.* 6*d.*, and the rate from Clonmel to Manchester *via* Waterford is 36*s.* 8*d.*, as compared with the 13*s.* rate to Liverpool, although as far as my memory serves me there is about forty-five miles from Liverpool to Manchester.

41897. That is another case in which you may with advantage approach the railway companies?—I would like to lay stress on the fact that Manchester is a larger centre for the distribution of Irish agricultural produce than Liverpool.

Complaint as to excessive milk rate, Tipperary to London.

41898. Then milk?—There are some rates, unfortunately, that I have not been successful in getting, though I applied by letter, prepaid wire, and personally this morning at 9.30 at Kingsbridge, but they have not seen their way to let me have it.

41899. The rate for milk from Tipperary to London is fourpence a gallon?—Yes.

41900. Can an article like milk bear such a charge?—Decidedly not. From Knocklong, I understand—I asked for confirmation by letter and prepaid wire—the railway rate to London is 2½*d.*

41901. Is milk actually carried those long distances?—Yes, from Knocklong. The rate from Tipperary was created by representations made to the railway company, but it is so prohibitive that creameries in the district and farmers could not think of availing of it. A very large trade could be created if an attractive rate or a living rate was established as between Limerick Junction *via* Rosslare and Fishguard, in South Wales, to such centres as Swansea, Cardiff, and Newport Monmouth.

Creation of a fresh milk trade with South Wales *via* Fishguard practicable if suitable rates were given.

41902. For milk?—Yes; so much so that it would be necessary, as far as I could see, to put on a special milk train with automatic brakes and spring buffers to carry out that expeditious service to South Wales. Two great objects would be attained. It would give the people there nutritious milk, and at the same time it would be a material benefit to farmers in Ireland, and open a new field for them to dispose of their produce. Milk could be sent by the night train passing Tipperary at 8.20, and it could be on the breakfast tables in South Wales the following morning and at the same time retain its freshness. If there was a rate of somewhere between 1¾*d.* and 2*d.* it eventually would pay the railway company.*

41903. *Mr. Sexton.*—Instead of 4*d.*?—The 4*d.* is to London.

41904. *Sir Herbert Jekyll.*—To make a trade of that sort available it would be necessary to do it on a considerable scale?—That is so.

41905. Has any attempt been made to organise a trade of that sort between the producers on the one hand and the railway companies on the other?—It is with that object that such Associations as the Tipperary Farmers' Association have been established.

41906-7. They have been established such a short time that there has been no time to deal with it?—Yes. This is one of the objects that it would aim at.

Comparison of the rates for bacon, Tralee and Tipperary to Liverpool.

41908. Now as to the rates for Irish bacon in bales?—I have asked the railway company for confirmation of a rate I got for bacon in bales from Tralee *via* Waterford or Cork to Liverpool, 15*s.* 10*d.*, while from Tipperary to Liverpool it would be 25*s.* 6*d.*, although it is ninety miles nearer than Tralee.

41909. Is that accounted for by the fact that there is water carriage from Tralee and there is not from

* See Appendix No. 18.

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Tipperary?—I suppose it would come under that. It is a great injustice to the midland counties. I especially asked for the rate from Roscrea, but I have not been able to get it, for bacon, for the simple reason that a new factory has been started and a reasonable rate would be a great assistance to them in the efforts that are being made. There has been a practical spirit of self-help displayed in the district by the establishment of a bacon factory.

Establishment of a bacon factory at Roscrea.

41910. What have you to say about the loading of cattle?—There is room for improvement, but the Department of Agriculture have taken the matter up in a very practical way as regards inspection of cattle banks and the carriages and the expeditious despatch from fairs to their respective ports.

Improvement in the loading and despatch of cattle since Department of Agriculture was established.

41911. There has been a great improvement?—Yes, since the establishment of the Department of Agriculture.

41912. And the improvement is progressing still?—Yes.

41913. You say something about pooling and working agreements?—Yes. I may tell you there is a working or pooling arrangement between the London and North-Western Railway Company and the Lancashire and Yorkshire Railway Company.

Complaint as to the agreement between the L. & N. W. and L. & Y. Railways with regard to Irish traffic.

41914. How does that affect it?—We were hopeful as long as the Lancashire and Yorkshire and London and North-Western were working independently there might be a possibility of getting a rebate or some similar reduction in the through rates. The only independent companies now in the cross-Channel service are the Manchester Canal Company, the Waterford, Cork, and Belfast Steamship Companies.

41915. You are only referring to a limited area—Lancashire and Yorkshire. The competition between these companies has a very limited area. It does not apply to the routes to London, for instance?—That is so. But Lancashire and Yorkshire are the chief distributing centres for dairy produce from the South of Ireland. Dairy produce is not sent to the same extent to London as to Manchester and Liverpool and towns adjoining.

41916. You mention running powers also: do you mean the running powers of one railway company over the lines of another, confined entirely to Irish railways now?—They might be useful. Owing to competition there might be a reduction in the rates.

Motor car services suggested to collect and convey produce to the railway stations.

41917. Have any motor car services been established?—Not in our county.

41918. Do you think they would be likely to be established with advantage?—Especially the district between Limerick through the village of Newport and on through Upper Church, Ballycahill, and Thurles, and on the other side from Nenagh through Templederry, Borrisoleigh, and Thurles.

41919. What sort of produce would those motor cars carry?—Butter and eggs. There is a number of creameries both proprietory and farmers in the district. The cartage to Thurles, Nenagh, and other stations on the Great Southern system is a big annual expenditure.

41920. So it would take the place of cartage?—Yes.

41921. Would it be profitable?—I would rather not answer that question, but you would be safe in saying it would.

41922. If it would be profitable why is it not done?—First of all the county is pretty well taxed already, and the people cannot attempt such a costly experiment.

41923. Even by combination such an Association as yours could not even as an experiment start a motor car?—They could not attempt it. They are hopeful that the Government may see its way to establish such a service.

Nationalisation of the railways under an Irish board of control advocated.

41924. What is the remedy you look to for these evils that you have mentioned?—I believe that you require that the railway systems of Ireland should be placed under an Irish board of control, and it would materially tend to benefit the interests of the country. Otherwise I don't see any hope in the future for the establishment of any dairy industries or manufacturing industries in the country on account of rates being prohibitive.

41925. And having regard to the competition from abroad?—Yes; which is year by year becoming keener. In passing I may say my experience of the Great Southern is that it is doing as much as it reasonably can in giving traders certain assistance in the way of placing at their disposal—that is, if they get reasonable time—suitable wagons for the transit of dairy produce.

41926. In fact, the railway companies help you as much as they can in what is reasonable, having regard to their duty to their shareholders?—Yes, but the fact still remains that the railway companies got power to take over and acquire land for the benefit of the country, and not as a speculation. At the same time, if the Government saw their way to take over the system and place it under a board of control I would not be in favour of having the interests of the shareholders or the interests of the railway officials sacrificed.

41927. You think they ought all be fairly treated?—Yes, the shareholders getting the market value of their property, and the officials compensated for their services either by a pension or a lump sum in the way of gratuity. I believe that if the railway system of the country were placed under the hands of the board of control good results would ensue, in which the sister country, England, would participate, in having placed at their disposal cheap agricultural produce, especially if the expert management were in the hands of such men as Mr. Neale of the Great Southern and Western, and Mr. Tatlow of the Midland Great Western Railway.

41928. Of course your suggested board would require the assistance of experts?—Certainly. Then any minor appointments in the way of clerks should, from my point of view, be open to competition.

41929. Have you anything to say about the West Clare and the South Clare Railway?—Yes. I know these lines since they were established. They are baronial guaranteed lines. It would be a very great boon not alone to Clare, but to Ireland, if, pending the State taking over the railway systems of the country and handing them over to an Irish board of control, the Great Southern and Western Company saw their way to take over this system, and convert it into a wide-gauge system, and have the rolling stock made like that on the railway between Mitchelstown and Fermoy, which is wide-gauge.

41930. The standard gauge of Ireland?—The standard gauge of Ireland. It would be the means of developing a large tourist traffic, not alone from England and Scotland, but even from America, to places like Kilkee, Lahinch, Lisdoonvarna, and elsewhere in Clare.

41931. Which are favourite tourist resorts? Yes. I believe that the Great Southern Company would be enterprising enough to establish a quick, expeditious service in connection with the cross-Channel service from Dublin to Kilkee.

41932. A good deal might be done in some of the fishing ports by making quays?—Deep water quays at Kilrush and Ballyvaughan would help to develop what is looked on as a mine of wealth, because while the West Coast of Ireland actually teems with fish, native fishermen living on the coast cannot follow their calling there on account of the primitive boats at their disposal, which are known locally as currachs or canoes.

41933. The Congested Districts Board have done a good deal in that direction?—Yes. I would like them to come down a little further, towards Kilrush.

41934. We have had evidence from Mr. Green, who knows all the coast intimately?—They have done a lot of valuable good work.

Examined by Mr. Sexton.

41935. You say you would like a simpler court of appeal to settle disputes instead of the Railway and Canal Commission?—Yes.

41936. Which is not at all simple, and is very costly?—Yes.

41937. But so long as the railways are in private hands, if you bring a railway company into court, whatever the complaint against it, how can you prevent the railway from dictating the scale of expense by engaging leading counsel?—We cannot.

41938. Is there any way really of cheapening litigation, if I may be guilty of a bull, except by bringing the causes of litigation to an end?—I don't see any way. It is very expensive to invoke the Railway and Canal Commission to get a grievance redressed, and no trader or board can attempt it.

41939. The railways defend themselves at any cost?—Yes.

41940. The other litigant must put himself upon as effective a basis?—Yes.

41941. Is there any way out of this costly litigation except by making the railways public property, and administering them under a public authority?—None whatever. They should be under an Irish board of control.

41942. You would put them under an authority which would have no other authority to litigate with?—Yes.

41943. And no object in treating unfairly or harshly any individual or the public?—On the contrary, it would do everything it could to develop the resources of the country.

41944. You spoke of a new classification: that may be difficult, owing to the necessary relations between the railways in the two countries?—That is so, on account of the rates in existence, and the way things are shaping themselves recently, one question which the English public in the near future will take up will be the arrangements between the companies, notably between the Great Central and the Great Northern of England, and between the London and North-Western with the Caledonian and the North British, as I am told.

41945. The object of a new classification, so far as Irish industries are concerned, might be met by well-considered and adequate reductions of certain existing rates?—Decidedly. If it does not come to that in the near future I don't see where the prospects of the farmers marketing the output of their farms to advantage is to be found either through institutions such as creameries, in which they may be financially interested, or by themselves. There is no use in a farmer having possibly got his land owing to recent legislation at a reasonable rate if, owing to railway rates, he is unable to market to advantage the output of his farm.

41946. The advantage which he gains by the difference between his old rent and his new annuity may easily be lost by his not having fair access to markets?—Yes. What he gains in one way he loses in another—possibly double.

41947. You say that the prospects of the Irish farmer year by year are becoming more precarious?—Yes, owing to the keen competition of the Colonies, South America, Canada, and the Continent, where, I understand, in most countries State railways exist, and they protect and develop the dairy industries of the country by putting into operation very attractive rates for dairy produce.

41948. In those Continental countries, which are now competing more and more keenly every day with Ireland, you have State railways running from the place of production to the port?—Yes, and then the Government subsidise steamers, such as the Aberdeen line, to carry the produce at cheap rates to the port of London.

41949. The sea carriage is subsidised?—Yes.

41950. Then the English railways combine to grant most liberal terms to Continental consignments for carriage to British markets?—Yes; and it is to be regretted that they see their way to adopt such a policy.

41951. All these things happening together to favour the foreigner in the British market more than counterbalance any advantage on the side of Ireland?—That is so. We are a poor country; we are overtaxed, but we have very few and far between industries in the South and West of Ireland, and it is only in the North of Ireland that you have a contented and prosperous people, a result due to the industries prevailing there.

41952. If the railways and the Government continue on the present line is not it quite possible that the Government might lose quite as much in the revenue of this country in the produce of taxes as might be required to put the railways upon a reasonable footing?—As things are shaping themselves at present even farmers who purchased their holdings under the recent Land Act find it difficult to meet their obligations. As competition from other countries is becoming so acute year after year it is quite possible they may never be able to discharge their obligations to the Government by paying their half-yearly instalments for loans under the Land Acts.

41953. They have to do it for seventy years?—Yes. Almost every other day I am in touch with farmers in a great portion of the South of Ireland.

41954. You think England, as the principal creditor of Ireland—for an amount which may reach to £150,000,000 for the purchase of land—and as the collector of taxes in this country, has a very real and substantial interest in putting the transit of Irish goods in the most favourable conditions by letting the railways go into the hands of the public in this country?—That is so. Year by year it is becoming more apparent in my mind that that is the only way to solve one of the great evils of the country.

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41955. An official of the first eminence, a man of the greatest ability, Mr. Micks, of the Local Government Board, has given testimony here that he thinks the Government would do well to make a gift of the railways to Ireland by way of a set-off against the over-taxation?—Judging by the report of the Financial Relations Commission which was appointed by the Government to report on the financial relations between England and Ireland, it appears, as well as my memory serves me, that we are over-taxed to the tune of £3,000,000 annually, and surely it would not be unreasonable to expect them to devote some of that extra taxation to the purchase of Irish railways.

Nationalisation of the railways advocated.

Ireland's claim to restitution of over-taxation (Financial Relations Commission Report).

41956. About half of it would buy up the railways?—At the same time they should not sacrifice the interests of the shareholders or the staff of the railways.

41957. I don't remember one witness since the beginning of this inquiry who has suggested that there should be anything but fair and liberal terms in regard to the shareholders?—I am not surprised to hear that.

41958. As illustrating the precarious condition of affairs at present you have mentioned the fact that butter is worth only half what it fetched thirty years ago, and that hay is worth less than half?—Yes. That is from 1874 to 1877.

Fall in price of butter and hay in thirty years.

41959. On the other hand, the output of eggs, and almost of eggs alone, has increased?—Yes.

Increase in output of eggs.

41960. In consequence partly no doubt of greater care?—Greater care. There is a lot of piracy practised in parts of Great Britain. I happened to be one of a deputation that waited upon the Department and asked them to appoint a Commissioner to protect the dairy industries of Ireland in the English and Scotch markets, and I was pleased to hear Mr. Plunkett say that he was about to make the appointment immediately; and Lord Ikerrin, who was appointed, has been doing practical useful work in protecting the dairy industries of the country; but, taking into consideration the great difficulties that have to be dealt with in perfecting the chain of evidence to deal with those unprincipled traders, the fines inflicted are infinitesimal in comparison with the injustice done to the consumer in England and the crime committed on Ireland as an agricultural country.

Necessity for the protection of the dairy industries of Ireland in British markets.

41961. Let us hope that the conditions will be made more stringent?—I hope so.

Action taken in the matter by the Department of Agriculture.

41962. The effect on the egg traffic shows what can be done under favourable conditions, and suggests a wide inference as to the prospects of developing Ireland in other respects?—It can be greatly developed if anything like a reasonable rate were in existence. A Limerick trader is in a position to get a rate from Limerick to Bolton *via* any route at 36*s.* 8*d.* We in Tipperary have got to pay 43*s.* 4*d.* The same applies to the butter rate. The butter rate from Tipperary to Liverpool *via* Waterford is 26*s.* 3*d.* The rate from Clonmel to Liverpool *via* Waterford is 13*s.* Do you think that is fair towards the farmers and traders of Tipperary?

Injustice to Tipperary in the matter of rates for bacon and butter to Liverpool.

41963. The effect is unmistakable: anyone can see for himself the effect?—Similarly, I understand, the rate from Tralee for bacon to Liverpool—I have asked for this rate, but have not got it—is 15*s.* 10*d.* *via* Liverpool. The rate from Tipperary for bacon is 25*s.* 6*d.*

41964. They try to justify this rate, the Tralee rate, by sea competition or some Parliamentary compact. Whatever may be said in that respect, surely the disadvantage to you is all the same?—Yes.

41965. Even though sea competition may dictate this rate, apart from Parliamentary compacts, may not it be said on your behalf that the difference is greater than it ought to be: that is the real point?—The rate, I understand, is the same on the imported article to Tralee. The same rate, 15*s.* 10*d.*, applies to Tipperary. It would not be unreasonable to expect that the same rate which applies to the imported article should apply to Irish bacon going out.

The disparity between the Tralee through rates and those with other Irish towns

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41966. Should you say that the rates generally abound in anomalies, and that the principles upon which they are founded are obscure and very hard to discern, but that they operate against this country right through?—Very, very extensively. The railways are not doing well, even from the speculative point of view, for the shareholders, and they are a disastrous burden on the ratepayers certainly in the West of Ireland.

The Irish rates generally abound in anomalies.

41967. In any countries where State railways are in existence there is no considerable body of public opinion willing to change the system under which the railways are worked for the benefit of the public and substitute a system of railways worked for private benefit?—There is not.

41968. Is not it obvious that railways worked for the public benefit must be more beneficial to the public than railways which are worked for private profit?—It naturally follows.

Present railway system expensive and unsatisfactory to the public.

41969. You are told that the public have the benefit of competition. Is there any competition in rates?—There was a competition in rates at Tipperary and the district. In connection with the amalgamation of the Great Southern and the Waterford and Limerick systems the Dublin and South-Eastern Railway Company got from Parliament running powers to Tipperary and Limerick Junction. The competition no doubt was brief. Up to the 21st of October last certain rebates were granted which were given not alone to creameries but to bodies of farmers and private traders by the railway companies.

41970. They tried to outdo each other by breaking the law apparently?—That is so.

Unreality of the rates competition between Irish railway companies.

41971. But, putting it plainly and broadly, if there are two railway companies between certain points, do you know any case in which one railway offers to do a given service for a lower price than another?—No.

41972. They agree upon the rates?—It might be done privately in the way of rebate.

41973. Before the law they agree upon the rates?—Yes.

41974. Therefore the existence of competition does not give the public a lower rate?—No.

The Irish companies exercising running powers.

41975. Because they agree upon the rate?—As far as I know, the only companies exercising running powers in Ireland are the Midland Great Western, which runs from Athenry to Limerick, and the Dublin and South-Eastern, which runs from Waterford to Limerick Junction, but they have running powers also to Cork if the new line was made from Fermoy.

41976. *Mr. Croker Barrington, Solicitor.*—That is what they call contingent powers to Cork?—They have running powers to Limerick Junction.

41977. *Mr. Sexton.*—It refers only to allowing a company to run over a line not its own, but it does not affect your point. It does not affect the giving of a lower rate?—No.

41978. We are told that if there is no competition as to rates there is competition as to facilities which give a benefit to the public. It is an argument for private ownership that competition in facilities would not exist if the State had control of the railways. You have observed that there are many pooling and working arrangements beginning to come into operation?—Very much; they are becoming very keen, especially in England.

Gradual disappearance of competition as to facilities anticipated.

41979. The Midland and North Western, the Great Central, and Great Northern, the two big Scotch companies, and the companies running into Liverpool, have all concluded pooling agreements?—I anticipate that the English trading public will hardly put up with that, and they will ask for Parliamentary powers to render it illegal.

41980. I submit that it means this: the railways have come at last to see that the enormous expenses incidental to competition for traffic are heavier than the traffic is worth?—That applies very much to some traffic.

Pooling arrangements between competitive points.

41981. So any two or more competing companies now taking the receipts for any traffic by competing routes, can put the whole of the receipts for that traffic together and divide them in a certain proportion, say, on the basis of what they actually had at the time of the agreement. By that means they retain all the receipts and get rid of all the special expenses incidental to competition?—Yes, and compensate themselves according to the mileage.

Their extension to Ireland equivalent to a deprivation of competition

41982. Is not it plain that this will spread like an epidemic among the railway companies, and that they will all come to such agreements eventually? The public will then have no competition for rates and no competition for facilities?—That is so.

41983. The railways will have no interest in competing with each other, having settled in advance the proportion in which the receipts should be divided?—Not alone that, but at present they are increasing some passenger rates in England, and, I believe, some of the rates for produce.

41984. Do you not think that this process of pooling agreements will extend to Ireland, or that, at any rate, the time is ripe for providing against an extension of that policy?—Decidedly.

41985. Would not such a policy deprive the public in Ireland of the advantage of any competition that there may be in facilities, just as they are already deprived of competition in rates?—That is so.

Examined by Colonel Hutcheson Poë.

41986. Even in a rich country like England, where they have hundreds of tons of traffic to one of ours, and hundreds of passengers to one of ours, the pressure of competition is getting so great that they say that they must, in self-defence and in the interests of their shareholders, come to these agreements; and if the railway companies on this side, where we are complaining of the railway rates as injuriously affecting us, were to follow that example it would mean that the people in this country would be squeezed out of existence altogether?—There is a material falling-off in the population of this country during the last few years. It is observable every day.

41987. You have twenty-seven companies operating in this little bit of an island of ours. Would not all this seem to point to the necessity of doing away with the unnatural competition and over-lapping and working one against the other, which at present prevails, and putting all into the hands of one central authority?—One central Irish authority.

41988. You emphasised at the beginning of your evidence the precarious position in which the tenant purchasers under the Land Act will be placed owing to the stress of competition to which they are subjected and the difficulty of meeting that competition?—Yes.

41989. And you spoke in your proof of the necessity of the Treasury, for a time, subsidising Irish agricultural products?—Pending the Government taking over the Irish railway system and putting them under national control.

41990. Without going into the fiscal question, which is a very thorny subject, open to a great many differences of opinion, would not an indirect subsidy be afforded, perhaps more swiftly, by the State taking over the railways and by lowering the rates, without entering into the question of fiscal reform at all?—Denmark has done that; and it has assisted so much that the Danish Government not alone subsidises the dairy industries of the country, but it subsidises the carrying companies and protects Danish produce in the English market for a certain number of years. Of course that is only of a temporary nature. After wards they withdrew it.

41991. If the State were to take over the railways at a valuation they could afford to make reductions, and be at a loss for a certain period, even if the traffic did not pay them?—Yes, as a temporary arrangement.

41992. In that way they would give an indirect subsidy to Irish agriculturists, which is what they want?—Yes; as a temporary arrangement.

41993. Of course, as you are aware, the State has assumed very great responsibility within the last few years, one which will assume very big dimensions, and the only security that it has for that big financial burden is the capacity of the Irish tenant purchasers to pay their annuities?—Yes.

41994. Therefore, anything which will jeopardise that security imperils the security of the State?—Yes.

41995. You have referred more than once to the action of the Department of Agriculture?—Yes.

41996. I think you are of opinion that they have really benefited the trade of this country in various directions?—They have done good work.

41997. Do you expect a lot more?—They are a new body, and you cannot expect too much at present.

41998. They have done good work in the past?—Yes.

41999. I daresay you are aware that the late Vice-President said that if he had money at his disposal he could think of no better way in which the trade of this country could be benefited than by financial assistance in the way of transit?—Yes.

42000. They had the power, but they had not the means. You think that in no way could the agricultural interests be more benefited than by direct assistance to transit? Anything that would bring that about would, in your opinion, be very desirable?—Yes; but I am afraid of anything in the way of a subsidy, but of a temporary nature. As regards the position of the tenant farmer, the competition is keen, and with the introduction of refrigerating plant and cold storage, dairy produce from the remotest corners of the earth can be poured into such centres as Manchester, Liverpool and London. You have State railways to the seaboard in places like Australia and New Zealand, and you have lines like the Aberdeen and the Orient subsidised for the water carriage to London.

42001. In existing conditions, such aid could not be given by privately-owned companies?—Decidedly not.

42002. Therefore, there must be some change to bring about the benefits which Continental countries give to their producers?—Yes; on the lines I suggest.

42003. *Sir Herbert Jekyll.*—These sittings will end to-morrow. The Commission will sit to-morrow, and will be adjourned until the month of March, in London, when some more evidence will be taken. The railway case will be taken in April; but it is particularly desired that the list of railway witnesses and the proofs of the evidence which the witnesses will give should be sent in not later than the end of March.

Mr. Croker Barrington, Solicitor.—We have sent in the list of the railway witnesses.

Sir Herbert Jekyll.—All the witnesses who will be called?

Mr. Croker Barrington, Solicitor.—Yes, with this reservation—that we were under the impression that this was the last sitting, and as I don't know what class of evidence will be given in March, we will want time to answer it, if we have not a sufficient interval. There may be nothing requiring answer.

Mr. Shanahan.—There won't be very much affecting the companies at the March sittings. Mr. M'Nulty's evidence will be the principal business.

Sir Herbert Jekyll.—Mainly the evidence of Mr. M'Nulty, from the Department of Agriculture.

Mr. Croker Barrington, Solicitor.—Thank you, Sir Herbert.

The Commission adjourned till the following morning at 11 *o'clock.*

Jan. 16, 1908.

Mr. Joseph William Shea, J.P., Representative of Tipperary Farmers' Society.

Announcement as to further sittings of the Commission.

SIXTY-EIGHTH PUBLIC SITTING—FRIDAY, JANUARY 17TH, 1908.

In the Shelbourne Hotel, Dublin.

Commissioners present:—Colonel WILLIAM HUTCHESON POË, C.B., (in the Chair); and Mr. THOMAS SEXTON;

Mr. GEORGE E. SHANAHAN (Secretary).

Jan. 17, 1908.

Colonel Hutcheson Poë (in the Chair).—Before we commence to-day's proceedings I should like to express on behalf of Mr. Sexton, my colleague, and other absent colleagues, our regret and their regret at so few of the Commissioners being able to take the evidence of the gentlemen who are kindly prepared to give evidence before us to-day. As I have no doubt you are aware, most of the members of the Commission are very large business men, and have got important duties to attend to, including Mr. Sexton, and all of them, with one exception, Mr. Acworth, were called away by business engagements. Mr. Acworth had intended to be present to-day; but, unfortunately he has been ordered by his doctor back to England, and he is very sorry that he is unable to be with us to-day. I should like to express on behalf of Sir Charles Scotter, and the members of the Commission generally, our regret that Mr. Ginnell, member for Westmeath, who some months ago had intimated his desire to give evidence before this Commission, and whom we had notified that we should be glad to see at these sittings, has been prevented by circumstances, with which we are all acquainted, from appearing before us to-day.

Mr. Shanahan, Secretary.—Mr. Murphy wants to make an explanation. He gave evidence here during the present sittings.

MR. PATRICK MURPHY re-examined by Colonel HUTCHESON POË (*in the Chair*).

Mr. Patrick Murphy, Wholesale Provision Dealer, Dublin.

42003A. Well, Mr. Murphy?—I gave evidence here on Monday last, 13th inst. Amongst the matters I mentioned was that the Great Southern and Western Railway gave no rate in their dockets. The gentlemen representing the Great Southern and Western Railway said that that statement was not true and correct. I came here to-day to show these dockets, and to prove that the statement was absolutely correct. I have no receipts with the rates on the dockets of my own, and I have here dockets of other traders, not alone from Dublin, but from the country.

Question as to G.S. & W.R. Company's goods dockets.

42004. *Colonel Hutcheson Poë.*—I was not here on Monday. To what station do these allude?—They are from different stations coming to Kingsbridge from every direction—even from Limerick.

42005. And you wish to hand in these dockets as bearing out your contention?—Yes—that there is no rate given on the Great Southern and Western Railway dockets. They took exception to that, and said that they give the rate.

42006. There are certainly no rates on any of these?—These are more dockets from Newbridge, County Kildare (*handing in documents*).

Specimens handed in showing that the rates are not indicated.

42007. *Mr. Sexton.*—These are seven dockets of the Great Southern and Western Railway which were issued to one consignee between August and December, 1907, and none of them has a rate in the rate column?—Not one of them. These are not picked out. That man has been in business for twenty to twenty-five years, and he assures me that he never saw a rate on the Great Southern and Western Railway dockets.

42008. *Colonel Hutcheson Poë.*—There are also a number of dockets of different traders at Newbridge, and the rate is not in any of them—twenty or thirty dockets of different traders, and in no case is the rate quoted?—Not alone that. I have asked other traders if they have got a rate, and in no case did they ever see a rate given by the Great Southern and Western Railway.

A large number of traders consulted, and in no single case was rate given.

42009. *Mr. Sexton.*—Are these all to one firm?—Yes; these are all to one firm (*indicating a lot of receipts handed in*).

42010. These are dockets to one consignee, and none show a rate?—I could not find a receipt with a rate in it.

42011. *Mr. Croker Barrington, Solicitor.*—Have you some from different consignees?—From different consignees.

Mr. Sexton.—There are twenty-one here to one consignee and one to another.

Mr. Croker Barrington, Solicitor.—I believe that is the case—that when one person is in the habit of getting consignments of the same goods the rate is not given.

42012. *Colonel Hutcheson Poë.*—That is the only point. We will have an explanation from the railway?—I was contradicted on the last occasion, and I said that in my own business they never gave the rate, and not alone have I taken my own, but other people's.

42012A. *Mr. Sexton.*—You have been two years in business?—I have been three years.

Mr. Smyth (G.S. and W.R.).—We did not state that we gave the rate in every instance, because the proof was there that we did not, but I said it was the practice; but we will explain it all.

Witness.—On the last occasion you contradicted me, and said it was given on all occasions.

Mr. Smyth (G.S. and W.R.).—No; not in all cases.

42013. *Colonel Hutcheson Poë,*—Probably it is a misunderstanding. At all events, it is for the railway to answer that.

42013A. *Mr. Sexton.*—Have you consulted many consignees?—I have consulted 120 traders, and in no single instance is the rate given. I will go as far as this, and ask this gentleman (*indicating Mr. Smyth*) to show a single docket in Dublin with the rate in it.

42014. Very well. Perhaps they will produce them.

Mr. Smyth (G.S. and W.R.).—Perhaps you will allow me to say this, that the majority of the principal traders have weekly accounts, and these delivery notes are simply used for the purpose of their carters taking the goods at the station, and the weekly accounts show the rate charged; where they are omitted it is in the case of goods coming constantly, day after day and week after week, to them, and they are absolutely in possession of the rates and charges. The only thing we objected to was the insinuation that we omitted to put down the rate, in order that the consignees would not be able to check the charges.

42014A. *Mr. Sexton.*—There was no insinuation—there was a direct statement that the rate was not given; the inference was a matter for judgment. Mr. Murphy pays on delivery. He has no weekly account.

42015. *Colonel Hutcheson Poë.*—Have you any weekly account?—No, I have not; and I asked this

trader if he knew the rate, and he did not, and there was no rate shown.

42016. At any rate, for yourself you have no knowledge of the rate, and you have no weekly account?—I have not, and neither has this man.

42017. I presume there are a great many other traders in the same position?—I should say 80 per cent.

42018. Have not weekly accounts, and have no means of ascertaining what they are paying, or whether the charges are right or wrong?—No.

Mr. Croker Barrington, Solicitor.—The rate-books show the rates.

42019. *Mr. Sexton.*—Do the traders know they have the right to inspect the rate-books?—I can only say that for myself I never knew till the last occasion.

42020. Do the railway companies let the public know that they have the right to inspect the rate-book?—No.

Colonel Hutcheson Poë.—I am sure that the railway companies do not contend that they should not put the rate in the docket.

Mr. Croker Barrington, Solicitor.—I do not know why they do not put it in the rate column. They tell me it is the practice.

Mr. Sexton.—The object of inserting the rate in the docket would be to inform the trader who receives the docket and pays the rate of what is the rate in the book.

Mr. Croker Barrington, Solicitor.—So that the railway company can see that there are no malpractices on the part of their servants.

Mr. Sexton.—So that the trader can see what amount he ought to be charged.

Question as to G.S. & W.R. Company's goods dockets—*con.*

Mr. Croker Barrington, Solicitor.—I never could see that there was any legal obligation on the railways to have the rate column, but——

Mr. Sexton.—I am not concerned with the legal obligation, but the interests of the trade of the country.

Mr. Croker Barrington, Solicitor.—It seems to be done generally by the railway company.

Mr. Sexton.—There is a rate column, and it should be filled.

Mr. Croker Barrington, Solicitor.—That is my own observation, that it should be filled when it is there. However, we will give any information that we can on the subject.

Mr. John Hilliard examined by Colonel Hutcheson Poë (*in the Chair*).

42021. You are a member, I think, of the Killarney Urban Council?—Yes.

42022. And you are deputed by them to give evidence on their behalf?—That is so.

42023. You wish, I think, to say something with regard to tourist traffic to Killarney?—Yes.

42024. And to the facilities, or, in some cases, the want of facilities, given to hotel keepers in Killarney?—That is so.

42025. Killarney, of course, is a great resort for tourists?—Oh, very large.

42026. Has much money been spent, of late years, on hotels?—A very great deal. According to my estimate I think there was £40,000 spent in the last ten years.

42027. By private individuals?—By private individuals.

42028. That has nothing to say to the money spent by the Railway Company?—No.

42029. The Railway Company, I think, are the owners of two or three hotels?—Two hotels in Killarney.

42030. How many other hotels are in the district?—A great many. There would be about a dozen large hotels and up to fifty smaller ones of various sizes.

42031. I think you complain that the same facilities are not given to all these hotels of which you speak as are given to the hotels owned by the railway?—Yes, that is so. I would like to point out, Mr. Chairman, that these two hotels are leased to a tenant, and he works them for his own profit.

42032. They are not run by the railway company?—Not by the railway company.

42033. You would like to say something as to the privileges which are enjoyed by the lessees of these two hotels?—Yes.

42034. Would you tell us what they are?—The cost of a first class return ticket from Dublin to Killarney, including two full days board at the first class hotel, is £2 1*s.*

42035. That is the Friday or Saturday till Monday ticket?—On Friday or Saturday for two days, and it can be extended by the hotel manager.

42036. What is the cost of the ordinary first-class return?—£1 16*s.* 6*d.*

Mr. Smyth (G.S. and W.R.)—£1 1*s.* is the week-end fare to Killarney.

Witness—I was speaking of the present date. I think Mr. Smyth is speaking of the summer months. I am coming to that afterwards.

Mr. Smyth (G.S. and W.R.)—From May till October the fare is £1 1*s.*

42037. *Colonel Hutcheson Poë.*—And from October till May is the charge £1 16*s.* 6*d.*?—Yes.

42038. In the winter months the difference between the ordinary fare and the hotel ticket is only 4*s.* 6*d.*?—Yes, and then the Saturday to Monday ticket at 36*s.* 6*d.* can only be extended on payment of the full ordinary return fare, while the privileged ticket can be extended by the manager of the hotel.

42039. Do these tickets apply to any other hotel except their own?—No, they do not apply to others.

42040. And does the existence of these special tickets with the hotel accommodation prejudice other hotel proprietors in the district?—Very much so, especially at Easter, to 30th April.

42041. In the winter months?—In the winter months it is not much difference, because there is little traffic, but it affects us very much when the fishing season opens.

42042. When does it open?—It opens on 1st February, but practically it is the middle of March.

42043. How long does it go on to—how long does it last?—All through the summer, but these figures I give refer only to 30th April.

42044. During the summer months?—It refers to the summer months.

The issue of combined railway and hotel tickets and their effect on the private houses.

42045. Will you give the fares during the summer months?—Will you let me give this instance? At the present time a passenger to Killarney on Friday would have to pay 54*s.* 3*d.* for a first class return ticket, and on the Saturday, if he goes to the Great Southern and Western Railway Hotel, he can get a first class return ticket for 41*s.*, including hotel accommodation.

42046. *Mr. Sexton*—Does the ordinary fare of 54*s.* 3*d.* apply to the whole year round?—It does, sir, till 30th April. A passenger can get a ticket for the Great Southern and Western Railway Hotel for 41*s.*, including two days' hotel board, and he will pay 53*s.* 3*d.* for a railway ticket alone without hotel accommodation.

Colonel Hutcheson Poë.—Am I right in saying that the return fare is 54*s.* 3*d.* from Friday till Monday, and from Saturday till Monday it is 36*s.* 6*d.*?—That is so.

42047. Now with regard to second class—what are the fares for second-class passengers from Friday till Monday during October till April?

Mr. Smyth (G.S. and W.R.)—I don't think I have it. The only time that affects Killarney is the season from May till October. There is no tourist traffic in the winter.

Ordinary and excursion fares to Killarney.

Witness—The fare is 41*s.* 3*d.*, second return from Dublin, and a second return for two days, with hotel accommodation, is 36*s.*

42048. 36*s.*, with two days' hotel accommodation?—Yes, with two days' hotel accommodation.

42049. And the ordinary fare?—41*s.* 3*d.*

42050. That covers the Easter traffic?—Yes.

42051. Now, will you give us the rates for the eight-day excursion tickets?—An eight-day ticket is issued on Friday or Saturday, first-class, at 29*s.*, without hotel accommodation.

42052. That is during the summer season?—During the summer season.

42053. And the second-class?—23*s.*

42054. And with hotel accommodation what is the charge?—With hotel accommodation it is 41*s.*

42055. And suppose a tourist gets an eight-day ticket and stops at the hotel for two days, to which he is entitled, for 41*s.*, can he get the hotel privilege extended?—Yes, by the manager.

Jan. 17, 1908.

Mr. John Hilliard, Representative of Killarney Urban District Council.

The issue of combined railway and hotel tickets and their effect on the private houses.

42056. And a tourist that goes to any other hotel cannot get the extension, and he has to pay the same railway fare?—He has got to pay the same fare.

42057. What is the ordinary fare for a second-class passenger return, Dublin to Killarney?—41*s.* 3*d.*

42058. All the year round?—All the year round.

42059. Prior to 1906 were you in a better or worse position as regards these fares?—We were worse.

42060. Will you tell us in what way you were affected?—The Saturday till Monday ticket was issued at 1*s.* less than the ticket for the privileged hotels, which included two days' hotel accommodation. It was worse in this way also—that the hotel ticket could be extended indefinitely. At present there is a limit to the extension. I think it can only be extended for three days, but formerly it could be extended indefinitely.

42061. What was the cost of the three-day privileged ticket, including first-class return fare to Dublin?—47*s.* 6*d.* included three days' board.

42062. Does that fare apply all the year round?—It applies during the winter months. The winter months were extended to cover till 31st May.

42063. What was the same fare during the summer months?—They did not issue these tickets in the summer months then, but the ordinary return fare was 54*s.* 3*d.*, or 6*s.* 9*d.* more than the privileged ticket.

42064. Did not they give a privileged ticket in the summer months?—52*s.* 6*d.*, for three days, while ordinary tourist ticket was reduced to 45*s.*

42065. So that during the summer the privileged rate was really higher than during the winter by some 5*s.*?—By 5*s.*

42066. At any rate, in your opinion, what is the effect of these different privileged tickets which are given by the railway company to the hotels which belong to them, but which, as you say, are run by men paying a rent? What is the effect of these privileges?—They prevent the other hotels from doing any business while they are in operation.

42067. I forgot to ask are you a hotel proprietor yourself?—Yes.

42068. What is the name of it?—The Lake Hotel.

42069. And you and other private hotel keepers are prejudiced by the privileges which the railway company gives to their own hotels?—Very much so. We can get no traffic from Irish tourists except when these privileges are withdrawn.

42070. Are these privileges withdrawn occasionally?—When the hotels are full—whenever they can get their ordinary fares and full tariff they withdraw these privileges.

The privilege of combined tickets only withdrawn when the railway hotels are full.

42071. When their own hotels are full they say—"You may have a share"?—That is so.

42072. In your opinion do these rates affect the development of the district?—Very much.

42073. I suppose there has been a great development of Killarney of late years?—It has very much increased. The number of visitors to Killarney has increased very much.

42074. Speaking generally, I suppose the facilities given by the railway company with regard to these cheap tickets have been of great advantage in developing the district?—Of very great advantage.

42075. And I suppose that all you would wish to say is that, as regards the hotel accommodation, these privileges should be extended indefinitely?—I say that the same tickets should be extended to all the hotels; all should be on an equal footing.

Claim that the same concession should be made to the private hotels.

42076. There might be, I suppose, some difficulty. These hotels, as I understand, are not run by the railway company themselves, and we have no evidence as to whether there is any agreement with the lessee by the railway company that these privileges are part of the understanding on which he has taken the hotel. I suppose that is so?—I am sure it is so.

42077. Do you wish to say something about an hotel that was opened by the railway company during the tourist season of 1907?—Yes.

42078. What have you got to say about that?—On Fridays and Saturdays during the summer third class return fares, including two full days' board, were issued at 26*s.*, extendable to three days, free of charge by the manager; while ordinary Saturday till Monday ticket cost 11*s.* These are only issued on Saturday, while the others were issued on Friday and on Saturday, and the ordinary were unextendable, except on payment of five shillings.

42079. You say that a third-class passenger can get a return ticket, including three days' board, for 26*s.* Supposing the same passenger wanted to stay in your hotel, for instance, what would his railway fare be?—14*s.* on Friday.

42080. Friday till Monday?—Yes. 14*s.*, and Saturday till Monday 11*s.*

42081. In other words, the tourist at the hotel would get three days' board for 12*s.*?—That is so.

42082. Now, with regard to seven-day tickets, what was the price of these tickets?—14*s.* for the ordinary.

42083. The ordinary tourist third class ticket?—Yes.

42084. What is the conclusion drawn from these figures?—That the railway company accepts a much lower rate from passengers travelling to the privileged hotels.

42085. Have you any other grievances to complain of on behalf of what I call the independent hotelkeepers?—Yes. Until this year the representatives of the various hotels were rigidly excluded from the railway platform, while the uniformed porters of one privileged hotel were allowed to canvass all the passengers arriving. That gave the hotel a very great advantage, as insufficient ordinary porters were provided at the station, and passengers who had ordered accommodation in one of the other hotels thought they should be met by the servant of the hotel. Complaints by passengers are frequent in this source, and a great deal of traffic has been developed to the privileged hotels.

42086. And up till this year your and other hotelkeepers' representatives were prevented from attending at the railway platform?—That is so.

42087. Has that been remedied?—This year they were permitted on the platform.

42088. I suppose you mean in 1907?—Yes; I mean the past season.

42089. Was that in consequence of representations made to the railway company?—The current opinion is that it is because the Railway Commission is sitting.

42090. Manifestly the effect of one hotel being allowed to have its employees on the platform to draw all the people arriving at the station to that hotel, is manifestly against the interest of the other hotelkeepers?—Very much so. Passengers would be disgusted waiting for attention five or ten minutes sometimes.

42091. And, as a matter of fact, the practice which hitherto prevailed has had the effect of drawing away passengers from the other hotels to the railway hotel?—Yes. Passengers who had engaged rooms from me gave that excuse.

42092. You have handed in a supplementary proof that you wish to give some evidence with regard to baronial guarantees levied in respect of the extension of the line between Farranfore and Killorglin?—Yes.

42093. That short branch, I think, had nothing to do with the Killorglin and Valentia extension?—No; it was long before.

42094. In regard to the Killorglin and Valentia extension there is a baronial guarantee?—Yes.

42095. A Treasury guarantee?—From Killorglin to Valentia.

42096. There was nothing but an ordinary private or baronial guarantee in respect of the Farranfore and Killorglin line?—That is so.

42097. What was the nature of that guarantee?—It was to be fixed by arbitrators appointed by the Board of Trade.

42098. First of all, will you please tell the Commission what was the amount of the guarantee?—I think it was limited to £3,000.

Mr. Croker Barrington, Solicitor.—£3,000 a year for thirty-five years.

42099. *Colonel Hutcheson Poë.*—£3,000 a year. Over what district was the £3,000 levied?—It was levied over the baronies of Corkaguiny, that portion of North Dunkerrin, which is situate in the unions of Cahirciveen and Killarney; the barony of Iveragh, the barony of Magoniky——

42100. I do not think you need go over all these names, because they convey nothing to my mind, and I suppose not much to my friend, Mr. Sexton. Was any parish situated between Faranfore and Killarney and on to Tralee answerable for this rate?—Yes; both baronies are answerable.

42101. So that these baronies, north, south, and west, all have to contribute towards this levy?—That is so.

42102. That was £3,000 a year?—A maximum of £3,000.

42103. What amount did that mean in the £?—It meant 4*d.* in the pound for the barony of Magoniky, in which Killarney is situated, and in the barony of Trughenackmy, in which Tralee is situated, it is 1·13*d.* in the pound.

42104. And in the Cahirciveen district?—Cahirciveen is partly in the barony of North Dunkerron, and the rate is 7·40*d.*

42105. 7½*d.*?—Yes, for North Dunkerron.

42106. So that, roughly, it is 4*d.* with regard to the Faranfore and Killarney district, 1½*d.* for the Faranfore and Tralee district, and 7*d.* for the other district, broadly speaking?—Yes.

42107. What were the terms of the guarantee with regard to the period?—As each district was benefited by the railway company it had to contribute.

42108. Do you mean that the levy was to be reduced?—Or increased?

42109. I do not suppose it could be increased?—The Act of Parliament provided that an inquiry might be held from time to time on the initiative of the Great Southern and Western Railway Company, who should request the Board of Trade to appoint an arbitrator. The Killarney Urban Council wrote to the railway company, asking them to do this, but without result. I have here copies of the letters written to the railway company, and the original letter received from the Board of Trade.*

42110. One moment—in what year was the guarantee given?—I think it was 1881.

42111. Has it been paid ever since?—Ever since.

42112. £3,000?—It varies. Last year it was £2.229 15*s.*

Mr. Croker Barrington, Solicitor.—Perhaps I may tell you that there is a maximum of £3,000 a year, limited to 35 years, which expires in 1920. When this guarantee was obtained the Government appointed the late Mr. Posnett the arbitrator, and he was to decide the incidence of this levy, and he held an arbitration at Killarney. I attended it, and evidence was taken. The arbitrator had the greatest difficulty to know how much each district was benefited, and he worked it out, I think, in twentieths, and this gentleman has described what that is.

42113. *Colonel Hutcheson Poë.*—I understood that Mr. Hilliard's contention was that it was part of the undertaking that, from time to time, this guarantee might be reduced?—That is not so. I think he means this:—That they may have arbitration frequently to alter Mr. Posnett's award. I do not know that there is any reason why it should be altered.

42114. The total amount of £3,000 cannot be altered?—That is only the maximum.

Witness.—I have here the original letter of the Board of Trade:—"Section 26 of the Act provides that it shall be lawful for the Board of Trade, or upon the request of the Company, from time to time, to appoint arbitrators for the purposes indicated. Under the provisions of the Great Southern and Western Railway Company (Killorglin Railway Transfer) Act, 1881, the powers of the Killorglin Railway Company were transferred to the Great Southern and Western Railway Company, and the baronial guarantees were to remain in force. I am to add that the Board of Trade have, from time to time, appointed arbitrators under the Act of 1880, on the request of the Great Southern and Western Railway, but that no such request from the company has now reached this department."

42115. *Mr. Sexton.*—What is the date of that letter?—30th November, 1899. We wrote to the Great Southern and Western Railway on the 6th November, and again on the 27th November.

42116. *Colonel Hutcheson Poë.*—What year?—The same year, 1899. We gave it up as a bad job. It was no concern of the Great Southern and Western Railway who paid the guarantee so long as they got it.

42117. Have you made any representation to the Board of Trade or to the railway company since 1899?—Not since.

42118. You heard what Mr. Barrington said—that apparently the only power the arbitrator had was to try and allocate the amount which should fall on each of these three districts—that the total amount of the guarantee could not be affected except by the actual profits accruing to the railway?—The Urban Council contends that the places benefited most are paying least. Before the railway was made the trade of Killorglin naturally flowed to Killarney——

42119. One moment. Do you happen to have the Act in which the agreement is included?

Mr. Croker Barrington, Solicitor.—I can get it for you.

Mr. Sexton.—It is rather curious that though the Great Southern and Western Railway have no interest in the award, and that it is only between the several baronies, yet the initiative as to the arbitration rests with the company.

The statutory provision for the appointment of an arbitrator to apportion the levy for the Farranfore and Killorglin Extension.

Mr. Croker Barrington, Solicitor.—The real arbitration is to see what are the profits—what are the receipts and expenditure so as to ascertain the amount of the levy. These arbitrators are appointed for life, and from time to time, as one dies, another is appointed. We certainly look on the incidence as finally settled by Mr. Posnett's award.

Colonel Hutcheson Poë.—When were the arbitrator's powers last invoked?

The last apportionment made by a previous arbitrator.

Mr. Croker Barrington, Solicitor.—As far as I know there was only one arbitration, and it was a formal thing. The document was prepared declaring five-tenths on one portion, and three-tenths on another, and two-tenths on another. I do not think any award could be made which would satisfy everybody. There always must be rates where a man on one side of a line pays one rate and the man on the other side pays a different rate.

A revision of that award now required.

Colonel Hutcheson Poë.—I suppose the Urban Council feel that twenty years ago when the arbitrator made the allocation, he satisfied himself that the profit and the expenses were so much, and I suppose that they may have some feeling that now they are different.

Mr. Croker Barrington, Solicitor.—The arbitrator had nothing to say to that. Mr. Posnett had nothing to do except to say it was to be spread over these places. It is most difficult because there is a line and A will pay three-tenths, and B, only a hair's-breadth off will pay more.

42120. *Colonel Hutcheson Poë.*—Who has to satisfy those people? In the case of an ordinary Treasury guarantee there are people to represent them, and who will have an opportunity of satisfying themselves that they are not paying a levy they are not entitled to pay?—It was a public meeting in the Courthouse of Tralee or Killarney, after public advertisement, and they all put their views forward, and he made his award, and that is a public document which they have access to.

The responsibility of the G.S. & W.R. Company for the non-appointment of an arbitrator to readjust the levy.

42121. *Mr. Sexton.*—You appear to take the view that a single arbitration by Mr. Posnett should be taken as final?

Mr. Croker Barrington, Solicitor.—I have never said that. As far as I know it has always been taken as final.

42122. *Mr. Sexton.*—Why does the Board of Trade say in this letter that "The Board of Trade, from time to time, appointed arbitrators"?—I am sure they meant the arbitrators to settle the amount of levy. You know the arbitrators meet twice a year to go into the accounts.

42123. *Mr. Sexton.*—One must assume they refer to the others. They say, "I am to point out that section 26 of the Act provides that it shall be lawful for the Board of Trade, at or upon the request of the company, from time to time to appoint arbitrators for the purposes indicated in the section." That is to say, for settling the incidence of the taxes between the baronies.

Mr. Croker Barrington, Solicitor.—Do they continue and say they have been doing so?

Mr. Sexton.—In another paragraph they say they have "from time to time appointed arbitrators under the Act of 1880, at the request of the Great Southern and Western Railway Company, but that no such request from the company has now reached this Department,"

Mr. Croker Barrington, Solicitor.—I do not think that is accurate.

Complaint that Killarney district is unfairly mulcted under the present arrangement.

Witness.—The Act provides that the arbitrators be appointed by the Board of Trade at the request of the company, and we contend that when the incidence was fixed it was fixed on an estimate and not on actual results, and the actual results have became painfully evident to the ratepayers of these

* See Appendix No. 19.

Jan. 17, 1908.

Mr. John Hilliard, Representative of Killarney Urban District Council.

The Farranfore and Killorglin Extension guarantee—*con.*

places about Killarney, and they complain that the railway company say "It is no affair of ours, and we may be raising a hornet's nest about our ears at Tralee if we oblige Killarney."

42124. *Mr. Croker Barrington, Solicitor.*—Will you ask has he the letter from the railway there?—I have the letters here.

42125. *Colonel Hutcheson Poë.*—Is it your contention, Mr. Hilliard, and that of the Urban Council of Killarney, that if the arbitrator inquired into the matter, at the present time, he would find that you are entitled to some reduction of the particular tax which has been levied on you for the last twenty years or so?—That is so.

Reduction in the amount paid by the Killarney district claimed.

42126. You think the result of fresh arbitration would show that you are entitled to some relief?—Yes.

Undertaking given by the G.S. Co.'s solicitor to inquire.

Mr. Croker Barrington, Solicitor.—* I quite understand the position, and I will look into it. But in regard to the last observation, relief to this gentleman can only be had by putting it on other gentlemen. Of course that is their look-out?—As it happens, if I was relieved in Killarney I would pay in Tralee, but I am here for fair play for the Urban Council.

Colonel Hutcheson Poë.—He is speaking for that particular body.

Mr. Croker Barrington, Solicitor.—Practically all the Great Southern and Western Railway guarantees are terminable, but all the ones under Mr. Gladstone's law are perpetual.

42127. *Colonel Hutcheson Poë.*—At any rate, the particular district that you represent has to pay, in addition to this 7*d.*, or whatever it is in respect of the Killorglin to Farranfore Extension, a considerable levy in respect of the Killorglin and Valentia line?—No, we do not.

42128. Do you not pay something like a shilling in the pound?—We pay nothing for the Killorglin and Valentia line.

Traffic diverted from Killarney to Tralee since the opening of the Killorglin line.

42129. What have you to say about the traffic passing over that line before and since the opening of the Extension?—There is a far better train service from Farranfore to Tralee than from Farranfore to Killarney, and the traffic is diverted on that account.

42130. *Mr. Sexton.*—Although Killarney pays more?—Although Killarney pays more.

42131. *Colonel Hutcheson Poë.*—What have you to say about the connections at Tralee?—Tralee has a connection with every train running on the branch line, Killarney has not.

42132. In that way there is a privilege constituted in favour of Tralee as against Killarney?—That is so.

Complaint as to train connections at Killarney.

Mr. Croker Barrington, Solicitor.—With reference to the point you were on just now, it seems to be exactly as you say. There is no letter from the railway company.

Colonel Hutcheson Poë.—You have not the Act?

Mr. Croker Barrington, Solicitor.—We have sent for the Act; it is at the Clearing House. But I think it is as was said.

Examined by Mr. Sexton.

42133. First, about this guarantee. It appears that the arbitrator cannot act unless at the request of the Great Southern and Western Railway?—That is so.

The responsibility of the G.S. & W.R. Co. for the non-appointment of an arbitrator under the Act.

42134. There was only one arbitration?—I believe so.

42135. About twenty years ago?—About that.

42136. You say that the true proportions between the baronies have altered since then?—That is so. I believe that they were fixed on estimates, in the first place, and that if the actual figures were taken now the proportions would be different.

42137. Your Council have tried again and again to have another arbitration?—They have applied to the railway company twice, and the Board of Trade once.

42138. And the Board of Trade excuse themselves by saying that the railway company will not ask them?—That is so, and that they have no power unless they do.

The company have no interest in the matter.

42139. The railway company have no interest in having a fresh arbitration?—Not the slightest.

42140. The interest lies entirely between the baronies?—Yes.

42141. So that it appears to be a defect in the law, an inappropriate provision of the law, whereby the power of starting the arbitration is given only to people who have no interest in it?—That is so.

42142. And not to the people who have an interest in it?—That is so.

42143. We know that the tourist traffic is all-important to Killarney?—Yes.

42144. Is it increasing?—Yes, very much.

42145. How much capital do you say has been invested in hotels in that town in your time?—Within the last ten years I believe £40,000 has been invested—a very large amount.

42146. How many of the fifty hotels there would you call first-class hotels?—There are only three really first-class hotels.

42147. In addition to the hotels built by the railway company?—Two. One of the railway hotels is first-class, and there are two other first-class hotels. There are some others that are very good indeed—very good second-class.

42148. Of the two hotels built by the railway company one is a cheap hotel?—One is a cheap hotel.

42149. And in addition to those built by the railway company there are two other first-class hotels?—Yes.

42150. How does the peculiar arrangement which you have described work out? Does it mean that until the railway hotels are full the other hotels have no chance?—It means that for all Irish tourists. It does not apply to English tourists.

42151. In the summer months, during the tourist season, there is no doubt an overflow to the other hotels?—Undoubtedly.

42152. But in the winter months?—In the spring and early summer months it comes very hard.

42153. The railway hotels are not full?—Never at that season.

42154. And you have no chance?—They will not come to us when they can stay at the railway hotel for the few extra shillings added to the fares.

42155. You have no chance except with the few people who care nothing about money?—Exactly.

42156. And most people care about money?—They are becoming more keen every day.

42157. Sometimes, as in the present year, the winter half of the year includes the Easter holidays?—Always.

42158. And this arrangement hits you very hardly at Easter?—Yes.

42159. What is the nature of the arrangement that the Great Southern and Western Railway have with the hotel?—The Great Southern and Western Railway Company built the hotel and ran it themselves directly by a manager until about nine years ago; now they have leased it to a contractor.

42160. They carried on the hotel at first?—Yes, directly.

42161. They gave that up?—Yes.

42162. And leased the hotel to tenants?—To one tenant.

42163. Both hotels?—Both hotels. I presume they have leased them; I have not seen the lease.

42164. At a rent, of course?—Yes.

42165. Do the railway company pay the tenant for each railway and hotel ticket?—I can only assume that. In their time-table they state that the ticket can be extended if the visitor continues to stay at the hotel on payment of a certain rate. The rate was 10*s.* per day for the hotel accommodation.

42166. What is the day's tariff at the hotel built by the railway company for visitors who do not come by the railway?—Their ordinary rate is 12*s.* a day for visitors, but their advertised rate for visitors with these privileged tickets is 10*s.* a day.

42167. That is in case they stay beyond the days that are free?—Yes, and 7*s.* 6*d.* a day in the winter months.

42168. It appears quite plain that by this system the Great Southern Company could get a higher rent for these hotels than they would otherwise receive?—I would pay a higher rent for them if I were the contractor.

42169. This method of combining railway travelling and hotel accommodation makes the rent of the company's hotels in Killarney much larger than it would otherwise be?—It must undoubtedly do so.

42170. I want to understand the figures. Take the winter months first. What does an ordinary passenger pay for a first-class return ticket from Dublin to Killarney?—On an ordinary day?

42171. Yes?—54*s.* 3*d.*

* See Appendix No. 19.

42172. What does the ordinary tourist pay, without any regard to hotel accommodation, for a return ticket during the winter months?—During the winter months there are only the special tickets issued on Fridays and Saturdays.

42173. There are no tourist tickets during the winter?—No.

42174. Only the ordinary Saturday to Monday ticket?—Yes.

42175. How much is that?—36*s.* 6*d.*, first-class return. The privilege ticket issued on Friday or Saturday is 41*s.*

42176. What is the ordinary tourist ticket?—The ordinary tourist ticket, Saturday to Monday, is 36*s.* 6*d.*

42177. It appears that if a man wanted to go from Dublin to Killarney and stay there for a couple of days, without any hotel accommodation, the fare would be 36*s.* 6*d.*?—Yes.

42178. And if he agreed to take a first-class ticket and stay at the hotel, of which the railway company is the landlord, he would pay 41*s.*?—Yes.

42179. Therefore, if we assume that the railway company take the full fare, the passenger has two days' accommodation and board at the hotel for 4*s.* 6*d.*?—Yes.

42180. It is evident that all the other hotels are shut out by this arrangement until the railway hotel is full?—Very often that is so.

42181. It is very clear that they must give either the railway travelling or the hotel accommodation for next to nothing?—The estimate that I make of it is that they continue the 21*s.* ticket in the winter and 10*s.* a day.

42182. Suppose we take that out of the 41*s.* which they receive; they pay the hotel 10*s.* a day; that leaves 21*s.* only for the railway travelling as against the 54*s.* paid by the ordinary traveller and 36*s.* by the Saturday to Monday passenger?—Yes.

42183. Now take second-class. The second-class ordinary fare during the winter months is how much?—41*s.* 3*d.*

42184. The privilege ticket?—36*s.*

42185. The Saturday to Monday ticket?—29*s.*

42186. The ordinary traveller pays 41*s.* 3*d.*, without any reference to the hotel at all?—Yes.

42187. The privilege ticket is 36*s.*—Yes.

42188. The ordinary Saturday to Monday ticket is 29*s.*?—Yes.

42189. So that the cost of the two days' accommodation is 7*s.*?—Yes.

42190. If they pay the hotel 10*s.* a day it leaves only 16*s.* for the railway travelling, as against 41*s.* paid by the holder of an ordinary ticket, and 29*s.* by the holder of a Saturday to Monday ticket?—Yes.

42191. There again it would appear that until the railway hotel is full the ordinary hotels have no chance?—No chance.

42192. I think it is unnecessary to pursue the matter in further detail. It was still more unfavourable to you in former years?—Yes.

42193. In 1906 the privilege ticket was even cheaper?—The privilege ticket was issued daily in 1906.

42194. And the hotel manager had the right to extend the time indefinitely?—Yes.

42195. While if a traveller putting up at your hotel wanted to extend his stay he had to pay the ordinary fare?—That is so.

42196. Do you consider that an undue interference with the trade of the hotel people in the town?—Very much so.

42197. From the public point of view no objection can be taken to the issue of tickets, however cheap, by the Great Southern Railway Company?—No, except that I have a hotel on the lake shore; it prevents persons staying at the lake shore, and compels them to stay in the town.

Complaint that the combined railway and hotel tickets restrict tourist traffic.

42198. Why?—Because they can stay there so much more cheaply.

42199. No matter where your hotel was that would apply equally. No matter how exquisitely situated your hotel might be the financial advantages of the railway hotel would be just as attractive?—Yes.

42200. Of course it is a public advantage that these tickets should be so cheap; but tell me this—what is the real effect of an arrangement of this sort upon the town? Does it tend to limit the toursit traffic to Killarney to the capacity of these special hotels?—It acts as a damper on the people and operates unfairly.

42201. Does it work in this way, that people thinking of going to Killarney inquire whether they can have a ticket including hotel accommodation and railway fare. If they can get it they go to Killarney, whereas if they find that the railway hotel is full for the time they may put off their journey, and perhaps never go?—Possibly.

42202. It tends, therefore, to injure the town by limiting the number of tourists to the capacity of these special hotels?—It would have that tendency.

42203. Suppose there were a public system of railways in Ireland—that the railways were managed as one system by a public authority—no doubt the public authority would issue cheap tickets to Killarney, but would they not give the tourists their choice of the hotels?—Very likely.

The management of the railways by a public authority advocated.

42204. They would say, "We think it desirable that people should visit this beautiful place, and we will facilitate them by issuing cheap tickets, but they may exercise their choice as to the hotels at which they will stay"?—A public authority could not give a preference in the matter of hotels

42205. Would you prefer that system?—I would certainly prefer a system where no preference was given.

A Government Railway Department objected to.

42206. A public authority would, on the one hand, facilitate travelling and the enjoyment of the beauties of the country by tourists, and, on the other hand, would take care to act impartially, and not prejudice the interests of the town or of particular traders there?—That is usually the practice of Governments. But I would like to have a more elastic government with it than is the case with some of the Government departments. There is a want of elasticity about them. I would be afraid that the Government Department would not give sufficient attention to the excursion traffic, and that where an excursion was wanted at four or five days' notice there would be too much running-about business to get it. But a central authority seems ideal.

42207. They have it in several Continental countries and in Australia?—It seems ideal, and it would be a great advantage. But what I am thinking of is the want of elasticity there is about some of the Government departments.

42208. They are rather unbending?—Yes.

42209. But if you had an elective body who had to refer themselves to public opinion they would be likely to make arrangements suited to the public interest, would they not?—That is a matter for consideration.

42210. But if an authority has to act according to the opinion of the community, the interests of the public are likely to be considered, are they not?—The influence of public opinion would be very powerful upon such a body.

42211. You would very much prefer a system of railway management in which every facility was given to the travelling public, and there was no interference with private traders—an impartial system?—Yes.

Mr. Charles Culhane examined by Colonel Hutcheson Poë *(in the Chair)*.

42212. You appear on behalf of the Urban District Council of Thurles?—Yes.

42213. Are you a member of that body?—Yes, up to the late election, when I retired.

42214. You are deputed to give their views before us?—Yes.

42215. You live in Thurles, I presume?—I do.

42216. What do you wish to say in regard to the passenger service?—I do not think there is a very ideal service when you have an interval of six hours between two trains to Cork district, one train being at 11.30 and the other at 5.30. And those trains are as a rule very crowded.

Complaint as to insufficient train service between Thurles and southern stations.

42217. Those trains are both in the same direction?—From Dublin to Cork. There are intermediate trains, but they do not serve farther than the junction—one of them, anyhow, which gets into Thurles at 4 o'clock.

42218. What have you to say with regard to connections between Thurles and stations south of

Jan. 17, 1908.

Mr. Charles Culhane, Representative of Thurles Urban District Council.

Thurles?—That is with reference to goods traffic. My point is this. We in Thurles who have business with Waterford and Cork have to load our goods by half-past twelve in the day if we want to catch that day's goods train; we have no later hour for doing it.

Complaints as to unsatisfactory goods train service,

42219. You have to have your goods at the station and loaded by half-past twelve?—Yes. I do not think that is fair. Take Tipperary or Clonmel. At Tipperary they may be able to load up to seven o'clock in the evening, and at Clonmel it would be about the same—for the same sort of traffic to Limerick or Tralee. I do not consider it a fair thing to have to load goods by half-past twelve in the day. Then, with regard to the delivery of goods. They arrive for the most part about three or four o'clock in the afternoon, and sometimes we cannot get them at all that day—that is, the day after they have been sent from the station of departure, perhaps fifty miles off.

and delays in the delivery of goods.

42220. They arrive at three o'clock in the afternoon, and you cannot get delivery the same day?—Sometimes. Very often it runs to five o'clock in the afternoon, and on a winter's day you cannot do any business after that hour.

42221. You would like to have a goods service by which you could get the goods at an earlier hour?—I do not consider it a reasonable service. No other place of importance has to put up with the sort of thing, although they are equally far from the point of sending.

Futility of making complaints to the railway company.

42222. Have the local authority or individual traders made representations to the railway company in respect of this complaint?—They very rarely indeed make any representations, because they find that it is no use whatever. The whole business seems to be so centralised that a man does not dream of complaining to the stationmaster; it would be simply a waste of time, as the stationmaster does not appear to have power to do anything whatever without referring it to headquarters.

But representation on this subject not made to them.

42223. Let us keep to the one point. As a matter of fact, has any representation been made with reference to this particular complaint?—I do not think so; I am not aware that there has been any. I know a case where a man in a large way of business sent his dray to the station to load certain goods, and the horses were kept there because the ordinary place for loading had been altered to another place which was very inconvenient and totally impossible for the purpose. The matter stopped like that for perhaps a day or two, and the stationmaster was unable to relieve the *impasse* until somebody in Dublin had been communicated with. That was a mere matter of detail, but the stationmaster was unable to take it in hand and settle it.

42224. You speak of the usual place having been altered to an inconvenient place for the trader. Was that a temporary occurrence?—It was so temporary that when the person in Dublin was communicated with he altered it back to the original place. The assumption was that it would save 2*s.* a day to some man who had to do a certain sort of loading.

42225. Was the alteration made by the company at the instance of the trader?—Yes. The trader made representations, and got the thing altered.

Complaint as to inconvenient arrangements for traffic at Thurles station.

42226. Would not that rather tend to show that if you had made representations to the head office in Dublin with regard to the insufficiency of the goods service that matter might have met with some redress?—I cannot say that, because the representations of one individual would hardly be sufficient. The bulk of the traffic does not go in the Cork direction, but in the Waterford direction, and there are not so many people interested.

42227. In this particular instance you or the trader affected made representations to the head office in Dublin, and the grievance was remedied?—Yes, but you can hardly call it a grievance. It was a mere matter of detail, which should not have required to be referred to Dublin at all. Any man in the position of station-master ought to have had power to deal with it himself.

42228. But probably if you had made representations in regard to a much more important matter the railway company would have endeavoured to meet you?—That is a sanguine way of looking at it. We think that it is utterly useless to make representations.

42229. Can you give an instance where you have made a representation and it has not been attended to?—Speaking personally, I do not make any representations, because I do not think it is any use.

42230. You cannot get any grievance redressed if you do not bring it to the notice of the railway company concerned. Have you anything to say with regard to the staff at Thurles?—Yes. There are constant complaints of delays in loading, and in my business, although I pay terminals, the company will not give the necessary help to load the goods. You speak of making representations—I have made representations both to the stationmaster and to the traffic manager here, and in neither case did I get redress. What is the use of doing it?

42231. Do you mean that at Thurles you have to do the loading?—We have to do it all.

42232. That there is not sufficient railway staff to do the service which they charge you for?—Yes.

42233. Have you ever got any rebate in respect of those terminal charges for services which, you say, have not been performed by the company?—None whatever.

42234. Did you ever apply for them?—I applied in this case, because it was their obvious duty to do it.

42235. If a railway company undertake to perform the duties of loading, and so on, and charge for those services, if a trader can show, as you apparently could in this instance, that the railway company have not performed those services, he is entitled to get back whatever he paid in respect of them?—But how am I to get it back?

42236. By applying to the railway company?—I have tried to make them do their obvious duty, and they will not do it.

42237. Of course they might have met your grievance in a way for which you would not care?—They would not admit any grievance at all. They extract all they can, and do as little as possible for it.

42238. I mean it would be more satisfactory to you that they should perform the duties that they undertake?—Yes.

42239. I only asked whether they attempted in any way to remedy the grievance?—They have not done so.

42240. With regard to cross-Channel rates and the rates to Dublin and Cork, have you anything to say? The district in which I live is very largely a tillage district, and there is a considerable quantity of grain, mostly barley and oats, sent from there, particularly to Dublin. We had two services originally from Thurles—I mean we had one to Waterford by the Great Southern branch, which went to Clonmel, and the other direct. Previously to the amalgamation the rate for corn was 9*s.* 4*d.* a ton.

42241. Between what stations?—Between Thurles and Dublin. There was a sort of competition entered into by the Waterford and Limerick; they carried the stuff to Waterford, and then by canal to Dublin. This went on for about three months, and the result was that they brought the rate down from 9*s.* 4*d.* to 7*s.* a ton. In one instance, although it was very unfortunate, as it meant a week's delay in sending the goods, a man still continued sending them *via* Waterford and the canal, and the railway company, finding the traffic leaving them, offered to make a rate for the same direct. But he still continued. He said he would not accept their terms unless they repaid him the extra amount they had collected from him during the preceding three months. I think the demand was for something like £70, and they offered to give him £40 to come back to them. As the result proved, the man was a fool, because he refused to come back; he stopped with the Waterford and Limerick as they then were until they amalgamated.

42242. The Great Southern and Western Railway were dearer; he had been sending his goods *via* Waterford and the canal, and he said that if the railway company would give him the same rate and refund him the excess he had been paying for three months he would deal with them?—Yes.

42243. They offered to compromise for £40?—Yes.

42244. What is the rate now?—7*s.* To Nenagh, 50 miles, it is 6*s.* 6*d.*; to Dublin, 86 miles, 7*s.*; to Cork, 76 miles, 8*s.* 9*d.* Where there is no competition of any kind the rates have been correspondingly high. To Carlow, which is about the same distance as Dublin from Thurles, the rate is 9*s.*; to Waterford, 50 miles, 6*s.* 6*d.*

42245. I suppose the present rate of 7*s.* charged from Thurles to Dublin is practically in accordance with the agreement entered into by the company at

the time of the amalgamation?—It was the rate the other people brought them to, and they have not been able to lift it since, although they have made great efforts to do so.

42246. They are obliged to keep to it. But with regard to other stations which are farther from the point of departure the rates are lower?—Yes. Nenagh is 56 miles and the rate is 6*s.* 6*d.*; Dublin is 86; Cork is 76, and the rate is 8*s.* 9*d.*

42247. I presume that the reason is that the water competition affected the rate?—I do not call it lower if you judge it by the standard of the Kingsbridge rate. To Kingsbridge it is 7*s.*; to Cork, 76 miles, or 10 miles less, it is 8*s.* 9*d.* That is how they carry out all their traffic. Where they do not have competition the rates are always excessive. In the trade I am engaged in I export 200 or 300 tons of hides every year. If I buy them in Tralee I can send a wagon-load of hides to Cork for 8*s.* 6*d.*; if I bring them to Thurles it is 24*s.* a ton. I can get a rate from Tralee to Liverpool—that is, down to Waterford, 160 miles by rail, and then across to Liverpool—for three-quarters of the rate I can get from Thurles. It is a relative rate of 15*s.* to £1.

42248. And the railway journey is longer?—I am about 100 miles farther than here from Waterford. If I bring stuff to Thurles it costs 24*s.* a ton; if I send it to Cork in wagon-loads it is 8*s.* 6*d.* People in the export trade who have to put the stuff on at Thurles are naturally at a great disadvantage in having to contend with that sort of thing. I get stuff from Limerick, about 40 miles, at about 10*s.*; it costs me plus 10*s.* from Tipperary, which is 20 miles, or 10*s.* from Clonmel, which is about 25 miles. Their rates do not appear to be based on mileage at all, but simply expediency.

42249. The effect of these prohibitive rates is seriously to handicap inland stations such as Thurles?—It makes it impossible to carry on a shipping trade. I have also a bed-feather business. I buy feathers from poulterers and export a couple of hundred tons of those a year. By the way, I can get hides from Liverpool to New York or Boston at three-fourths of the rate for which I can get them from Thurles to Dublin.

42250. How do you send them?—From Liverpool to Boston they cost 15*s.*

42251. Do you send them from Thurles to Dubiln and from Dublin to Liverpool?—Yes, or *via* Waterford. I can get them from Liverpool to Chicago for the same price as from Tralee to Thurles. Dealing with feathers, I do not know the distance from Hamburg to Munich, I think it is considerable, but I can send feathers from Hamburg to Munich for the same price as from Killorglin to Thurles. The rates are all of the same sort; they are the highest in the whole world. I have been working for thirty years under them, and I think they have pretty much the best of it.

42252. Naturally the existence of these rates is injurious and detrimental?—So much so that it is impossible for inland traders, when competition is keen, to exist. I have here the rate for cattle from Athenry to Thurles, £2 11*s.* 2*d.* for a wagon, and the same sort of traffic will be carried from Athenry to Hazelhatch and over the same ground for £2 0*s.* 8*d.* Eggs to Manchester cost 15*s.* 10*d.*; butter, 40*s.*; fowls, 85*s.*; while eggs to London cost £3 3*s.* 6*d.*; fowls, 105*s.*; eggs to Waterford, 55*s.* No man can live under these rates. I have known men in the trade who have had to go out; they could not stand it.

42253. *Mr. Sexton.*—In your town?—Yes.

42254. *Colonel Hutcheson Poë.*—There has been a great development of the egg and butter traffic in Ireland?—I do not know much about it; I do not suppose we are worse off in that respect than other towns are

42255. The returns of the Department of Agriculture show that there has been a very large development. But probably the development is not half as large as it would be if the rates were more reasonable?—They are monstrous on everything.

42256. If these rates handicap existing industries in this way I suppose they render it absolutely impossible for anyone to start new industries?—That is so. In my town there is a very large market for barley, and in the natural course of things you would have a malthouse there. But I do not suppose that any malthouse could exist there if it were dependent upon this railway, which makes no concession to anybody that I am aware of.

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42257. In your opinion there should be some tribunal empowered to call upon railway companies to reduce their rates if, in the opinion of that tribunal, they were excessive?—There ought to be some means by which traders, and especially small traders, as they are the people who are fleeced the most heavily, could get redress. You asked me if I made representations. We have made the most obvious claim; there could be no dispute about it, but they will not pay. They pay you what the court decides and no other.

Necessity for some tribunal to enforce reductions of excessive rates.

42258. That is a general statement; can you give any specific instance?—Yes; a case of hides lost in transit.

42259. Can you give the date or particulars?—The case was decided within three months from now. The matter had to be brought into court.

42260. A specific case is much more useful than a mere general statement. We shall be glad to have the particulars of that case?—I did not bring the particulars, but the railway company are quite well aware of them.

The Gt. S. & W. Ry. Co. charged with repudiating just claims for losses in transit.

42261. Can you say, roughly, what the amount of damage was; or was it total loss?—It was displacement—taking out one species and putting in another.

42262. Substituting?—Yes. It is a grievance felt by many traders that they cannot get their claims settled.

42263. Let us keep to this particular case for the moment. You say that you brought a complaint as to the substitution to the notice of the railway company?—Yes, and their servant was not able to deny it, but they would not pay.

42264. What was the amount of the claim?—A guinea or something like that.

42265. The railway company refused to entertain it?—I processed them.

42266. And you succeeded in getting it?—Yes, because their own servant could not state that my claim was other than just.

Claim for hides refused by the company and enforced by the court.

42267. Can you give the date, so that the railway company can inquire into it?—It was in October, I think.

42268. That is a particular instance where you brought a claim to the notice of the railway company and they refused to entertain it; you brought them into court, and they had to pay?—Yes, and they require to be brought into court in every instance, as far as I know.

Powers of the Railway and Canal Commission as to railway rates

42269. With regard to imposing reductions of rates upon the railway companies, you are no doubt aware that the Railway and Canal Commission could not possibly have, under the existing law, any such power as you suggest. They have power to act only in the event of a railway company raising its rates; if a trader objects to the increase he can bring the matter before the Railway and Canal Commission, and then they can call upon the railway company to justify the increase in the rate?—Of course they make that attempt.

42270. But they have not the power to initiate any action, or to call upon the railway companies to reduce rates?—That is where it comes in; some tribunal would need to be there. If traders are to exist under existing circumstances some body would need to be there to snaffle the companies.

Action of the Department of Agriculture as to complaints *re* excessive rates.

42271. The Department of Agriculture, although they have no mandatory powers, can, in the case of high rates or excessive charges, bring the matter to the notice of the railway company, and they have done so very successfully in several cases. You are aware of that?—Yes, if only they could be made amenable to common sense; but in my opinion these people have made a bad bargain; they have purchased a bankrupt railway, and are trying to get the money out of the public. They make no concessions, and there is a general feeling of dissatisfaction throughout the whole staff because they are all made to produce more than before, so that the company may get back in pence what they have lost in pounds.

Desirability of that Department or some other public body having mandatory powers to enforce reductions in rates.

42272. I understand that you would like the Department of Agriculture or some other body to have mandatory powers; at present they have power only to represent a case to the railway company, and if the railway company do not choose to entertain it the Department have no power to compel them to do so. You would like the Department of Agriculture or some other body to be given such powers as you speak of, so that they could call upon a railway company to reduce a rate if they thought that that rate

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was acting oppressively against traders?—It would be a very good thing, but it would not meet the whole case.

42273. With regard to the general question, you say, from your own experience and that of the Council you represent, that there is great dissatisfaction with the present administration of the railways?—There is, certainly. As far as the people in the country are concerned, they have no power of reaching the person in power. The power is too centralised. Nothing in the way of rebates or anything else can be done without the sanction or personal supervision of the person in charge, and it is difficult to reach him.

The present administration of the railways condemned.

42274. Do you wish to bring forward any instances of rebates?—I am not aware of any. You do not suppose that we would get any in an inland town like that, a town that they have got in their clutches.

42275. There have been general statements made that some traders get rebates at the expense of others. I did not know whether you had anything to say with regard to preferential treatment?—No.

Desirability of transferring the control of the railways to a public body.

42276. What would be the remedy for the present state of things, in your opinion?—I have been reading some of the evidence given before this Commission, and certainly if the railways were in the hands of a sympathetic tribunal that would consider the interest of the public, and not the dividend-paying interest, it could certainly help things immensely. They could help to bring rates and conditions in some fashion to resemble what exists in other countries. I have had some experience of America, and I find that the merchandise I get it would be cheaper to send from New York to Chicago than from Thurles to London.

The through rates for feathers from Thurles to London in excess of the sum of the locals *via* Dublin or Waterford.

42277. You are aware that the analogy is not worth very much, because distances in America are enormous compared with ours. But you know that the railways in America are privately owned, just as they are in this country?—I know; but there is some sort of competition existing there, and there is no sort of competition existing here. As for the through rates, any man having any considerable traffic cannot use them, because they are invariably high. Feathers are bulky articles, and the rate to London is 85*s*. But I can get a rate of 62*s*. by not using the through rate. All their through rates are similar. Thurles is called a clearing house station. No two companies can change the rates there; they must be all on the same footing; there is no competition. I know that in one instance the rate was 95*s*., and the Waterford and Limerick Company gave me a rate of 85*s*. By some means it was discovered in the office of the Great Southern Railway Company; they made a report, and the rate had to be put back to 95*s*. Later on they decided to put it down to 85*s*., which was a considerable concession.

42278. You say that the through rate for feathers is 85*s*., but that by consigning locally and re-consigning you get them carried for 62*s*.?—Yes. It is the same with all their through rates.

42279. Would you mention the destination of this particular through rate?—London.

Transfer of the railways to a central authority responsible to public opinion advocated.

42280. What is the place of re-booking. If you send locally to Dublin or Waterford and re-book, the sum of the two locals is less than the through rate?—Yes.

42281. There is a difference of 22*s*.?—Yes.

42282. You would like the railways to be put in the hands of some central authority responsible to public opinion?—Yes.

Examined by Mr. Sexton.

42283. How long have you been in trade?—Thirty years.

42284. On a very large scale?—Fairly large. I could not possibly bring my business to where I live. I buy and handle a great deal of the stuff elsewhere.

Complaints to the railway officials ineffective.

42285. Judging from what you say in your proof, I should infer that you have frequently had occasion to complain?—Very much so.

42286. When you were young and confiding did you make more complaints than in recent years?—I would complain to the person near at hand, but never any farther.

42287. To the stationmaster?—To the stationmaster, but he seemed powerless in the matter.

42288. Did I understand you to say that you never got satisfaction for any complaint or claim?—I do not know what you mean by that.

42289. Compensation for loss?—I would not say that. They settled some complaints, but the idea seems to be that the latter-day practice is to pay no claim until you bring them into court.

42290. Refuse to pay any claim?—That is the general practice.

42291. The effect of a course of experience of that kind is to discourage complaints?—Particularly amongst small traders. They are unable to bear the expense.

42292. You get tired of complaining and you stop, whatever the cause of complaint may be?—Yes. The truth is, I think, that the bulk of them do not know what their rights are in the matter; they allow the matter to lapse because they are not in a position to carry it forward.

42293. No pains are taken to inform them of what may be their rights?—You have to depend on the courtesy of the servants, and that they need not extend to you if they do not like.

42294. Now, about making representations to the companies. These are not private matters; we are not inquiring into a theft of jewels; we are dealing with public questions, and surely the railway companies know very well, from public meetings, speeches, and letters, what the complaints of the traders are?—I think they know very well.

42295. Are they in need of any additional information to enable them to deal with the grievances of the traders if they are disposed to do so?—I would not think so.

42296. The traders of Ireland are a shrewd, intelligent body of men?—Every man is when it touches him.

42297. If they find that they can make no impression on the companies, do you think that they are pretty well able to judge whether there is any use in going to the Department of Agriculture or the Board of Trade or the Railway and Canal Commission?—I do not know.

42298. The first two, certainly?—From what I have seen of those two bodies I would hesitate before I would go to them, because I think they are utterly useless for the purpose.

42299. If you find a man who has been years in trade, who has often complained, but has obtained little or no redress, coming to the conclusion that there is no use in complaining or in making representations, would you be disposed to say that probably he is about right?—I would think so. They lay down the law and you must accept it. The principle appears to be that if you dispute their right the next lot of goods that comes along they will hold.

42300. If you, as a customer, fail to make an impression upon them in the sense that you desire, you would say that if you go farther you are likely to fare worse?—Yes.

42301. Thurles is an important centre?—It is a great grain and agricultural centre.

42302. It is the trade centre of a fertile and productive district?—That is so.

42303. What is the staff at the station? You think it inadequate?—It might run into six or seven. I am talking of the porters.

42304. At Thurles you despatch and receive great quantities and varieties of goods?—Yes.

42305. You export all the special productions of Ireland?—Pretty well.

42306. Cattle, sheep, eggs, grain, and meat?—Meat we do not.

42307. Not dead meat; live stock?—Yes. There are large fairs there.

42308. On the other hand, you receive almost all kinds of manufactured goods?—Yes, a good deal.

42309. I would ask you as a trader of experience what do you say is the general effect of the export rates upon the export trade of Ireland?—Do you mean from the inland towns.

42310. I mean from interior points in Ireland, across the Channel, to markets in Great Britain?—I think they are ruinous. No trader could stand them. I have always considered the matter in this way. Take towns that are favourably situated, such as Tralee, if a man were in a large way of business, in the pig-killing industry, for instance, the advantage in rates there as compared with the rates in a town like Thurles would represent to him a considerable income.

42311. Ignore for a moment any particular point which may have advantages, and take the country as a whole. Has the present system of export rates between interior towns and the markets in Great Britain had a cramping and crippling effect on the output?—It must have, considering that the charges are the highest in the world, and the country itself is becoming less productive year by year from the point of view of tillage and so on.

42312. You must have paid keen attention to the development of the importation of food supplies from abroad into Great Britain in recent years?—I cannot say that I am much interested in that.

42313. But you have noticed how much more of our special products has come in from Denmark and other countries?—That is one of the results of the present system. Railway rates affect the farming community. In addition to foreign competition, excessive railway rates help still more to drive land out of cultivation, because the produce will produce less.

42314. You know that in countries which compete with Ireland there are State railways, subsidised steamers, and very low rates on the English railways from the port to the British market?—I am quite aware of that.

42315. And by this means Ireland is being gradually ousted from her natural market?—That is so.

42316. Generally, would you say that the exports of Ireland are stationary or shrinking in quantity? I fancy that in the cattle trade it is not shrinking, and as far as produce in the way of tillage is concerned, that is undoubtedly so; the difficulty of working the land and the unremunerative prices have greatly affected it.

42317. The position of Irish farmers is really precarious?—It is so.

42318. And is made more so by the railways?—By the railways, yes.

42319. If the export rates from Ireland could be graded more upon a level with those of the other countries which export to England, do you consider that there might be a great expansion of our exports?—I think so. Take barley. That has to find its market in Dublin. I suppose there are occasions when things are especially bad here, and it sometimes comes to a bad pass in the country owing to the low prices in Dublin. If there were export rates of a fair and reasonable character to England it would help things immensely and give a market for that article, which at present is utterly impossible for us to use owing to the enormous rate.

42320. When you say fair and reasonable, do you mean rates that would be on a fair level with those charged in foreign countries and by the English railways for carrying foreign products to the market?—Yes.

42321. Equality is what we want?—Yes.

42322. We do not ask for favour, but we object to the foreigner being protected in the English market against the Irishman; we object also to the home manufacturer in Ireland being disadvantaged in relation to imported goods?—That is so. We object to being made to pay more than anybody else.

42323. It seems a curious thing that the English railways should give transit advantages to foreign countries with which England might be any day at war, whilst the Irish railways impose disadvantages upon this country which contributes so much to the British Exchequer?—Yes.

42324. That seems very unfair?—It does.

42325. Is it a sound policy for England to allow her food supplies to fall more and more into the hands of countries with anyone of which she may be at war?—No.

42326. Not even from her own point of view, I should think. Have you any doubt that if we got fair play in Ireland in this matter of transit our exports might be so expanded as to admit of a much larger population being well supported?—Business is so keen in the present day, and small matters of that kind would give encouragement and help the creation of small industries. Take the fowl trade. I have known people in a small way of business to take that up, but they have found the rates so exorbitant that they have had to drop it, and they have become, perhaps, common labourers in an already overcrowded market. Anything that would help on small industries would help to increase the population and help them to live. There seems to be sterility every way you turn now, from one cause or another.

42327. The situation has become critical and urgently requires some reformative treatment?—That is so.

42328. Not only has Ireland been driven back in the English markets, but I understand that, through the low import rates into Ireland, even the difficulty of the Irish food-producer in disposing of his produce at home is greatly increased by foreign competition?—That is so. Tillage is discouraged by low prices and the high price of labour. Allowing for this emigration scare, as I might call it, which is making such inroads in the country, the difficulties of a man in working land in the tillage fashion are enormously increasing.

42329. If there is anything in which one might expect the Irish producer to have the Irish market very much to himself it would be butter, eggs, and even bacon. Do you happen to know that we are now importing from Russia into Ireland £50,000 worth of eggs every year?—I was not aware of it.

42330. What does that suggest to you?—It is a very strange thing, but I have seen Australian butter selling in country towns.

42331. If you find eggs being brought from Russia and actually sold in Ireland, does it not imply that there must be something radically wrong with the transit system here?—You would think so.

42332. Internally, from station to station?—You would think so; or there is something very radically wrong in regard to the people who have taken up the instruction of the people to make them produce everything. These itinerant instructors do not seem to have done much good by their labours, otherwise the people would not have to be fed by the foreigner in a country such as ours.

42333. Of butter, nearly half a million pounds' worth is brought every year into Ireland. Surely there must be something very wrong?—Yes.

42334. I bear in mind the question of winter dairying; that affects the matter somewhat. But apart from that, would it be possible to sell foreign butter to any extent in Ireland if the rates for the transmission of butter from one point to another in Ireland were what they ought to be?—You would think not.

42335. In regard to bacon, American bacon is losing the advantage which it formerly had in point of value; it is approaching the home level in price?—It is beyond it.

42336. One and a half million pounds' worth of bacon comes into Ireland every year. Surely an intelligent adjustment of railway rates ought to counteract that sort of thing?—Yes. The establishment of small factories to compete with American meat ought not to be very difficult, but any factory that had its distributing point at a place where the railway had full control would not dream of going into the business.

42337. And the railways have full control over practically the whole country?—Take Tralee; that is a good distributing point.

42338. There is sea competition?—But with an inland town it is different.

42339. Take the inland trade of the country as a whole?—Small factories could be carried on in competition with American bacon of the rougher sort in small towns, but they could not depend altogether on their own trade.

42340. May I sum up what you have said in this way: that the export rates hinder and cramp the export trade, and not only so, but that when you take them in connection with the low import rates you find that the food-producer in Ireland is deprived of his market even in his own country?—He is placed at a disadvantage.

42341. There remains only one other branch of inquiry. What is the effect of the low import rates into this country upon Irish manufactures or upon any effort to create Irish manufacturing industries—I mean, the low import rates coupled with the high inland rates in the country?—It is extremely detrimental. One of the first questions that arise in connection with the starting of a new industry is, How will the railway act? If it acts up to its present reputation of conceding nothing and extracting everything, I think it is one of the most potent influences in the way of preventing anything in the shape of new industries being started.

42342. Commercial railways working for private profit and working in an undeveloped country where

Improved transit arrangements would expand the Irish exports, and admit of a larger population being supported.

Disastrous effect on home industries of the increasing imports of foreign products.

Russian eggs imported and sold in Ireland.

Cheap and speedy transit for home produce necessary to fight foreign competition.

Imports of American bacon.

Existing industries handicapped by the present system of rates and the creation of new industries prevented.

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weak industries require help, must act against the public interest, must they not?—They must earn money for the shareholders, apparently.

42343. If they act in a commercial spirit?—Yes.

42344. It is perhaps as much their misfortune as their fault?—They are there for the purpose of doing a certain thing, and they do it, irrespective of any interest but their own.

Unsuitability of the privately-owned system of railways to Ireland.

42345. In your district have you known of any industries, apart from the agricultural or pastoral, that have disappeared in your time?—We had some tanneries there; I cannot say that they have disappeared because of the rates, but they have shrunk to a very small size, one particularly. I do not know that we have had any others. There are traces of old breweries, but they existed so far back, perhaps before the railway was there.

Decline of the tannery industry in Ireland.

42346. You mentioned what I think is one of the most significant and sinister facts in connection with the bearing of the railways upon the public interest. I mean that question of tanneries. Formerly we had a great many tanneries in Ireland. We tanned the leather and made boots and shoes in Ireland. Now we import half a million pounds worth of leather and two million pounds worth of boots every year?—A good deal of that affects England as well. So far as my knowledge leads me, if the Irish tanneries have suffered, so have the English.

42347. But they make boots and shoes in England, at any rate?—Yes.

42348. We do not. Almost everything we wear is imported?—Everything we wear, and nearly everything we eat.

42349. Is not that an unfortunate and most abject condition for a country?—It is most helpless.

42350. The tanneries shrank, and finally gave way?—Yes.

Lack of enterprise on the part of the railways in encouraging home industries.

42351. Do you know of any industries in your town or district which have been developed by special help from the railways?—No, because we do not happen to have any. We sell all raw material; we do not sell any manufactured goods. I think it is extremely likely that an effort might be made to do something in that way with a little sympathetic help from the railways.

42352. We have been told that what the railways say is this: "Show us the traffic and we will give the rate." They want the industry to be full grown at birth?—I have quoted rates which they charge for half the distance as large as those for the whole. The grain traffic is a large one in Thurles, and the railway company charge nearly as much to Nenagh, which is a distance of 50 miles, as they do to Dublin, and it is about the same to Waterford, which is about 50 miles, while the charge to Carlow, which is about the same distance as Dublin from Thurles is 9*s*.

Disastrous effects of the railway companies' policy with regard to rates.

42353. The general scheme of the law intends that the mileage rates shall decrease through a series of zones—for the first so many miles such a rate, for the next so much, the mileage rate decreasing gradually as the distance increases; there is nothing in the law to warrant a higher rate for a shorter distance?—But it exists, notwithstanding.

42354. The railways use their discretion, within the maximum limits, to an extent which certainly the law does not intend?—I do not know what the law intends, but the action of the company is based on expediency pure and simple; they try to extract all that they can get.

42355. They yield to competition so far as they must?—That is so.

Consequent shrinkage and disappearance of traffic.

42356. Where there is no competition, do I understand you to say that in your judgment they impose as high a rate within the law as will not stop the traffic?—They certainly impose as high a rate as they may, and, as to stopping the traffic, it gradually shrinks under the influence of the rates until it stops itself. That is the idea, I think.

42357. They think they are not stopping it?—But they gradually are.

42358. They think they are taking just as much as they can without stopping the traffic, but you say that they miscalculate, and often do, by excessive rates, really stop traffic?—That is so. In my own case, if they gave me anything like decent rates to the town where I live they would get more, and I could do my business in far better fashion, because I would not have to be handling in a rough and ready manner and sending the goods from the places that I do now. It does not show much sympathetic treatment if when I send 40 tons in a lot I get only the same rate as if I send 5 cwt.

42359. Never lose sight of the effect of a system upon those who administer and work it. I submit to you that in an undeveloped country, where you cannot really serve the public interest without concessions to small consignments and struggling industries, a commercial system of railways is not only not suitable, but diametrically opposed to the public interest?—I am entirely of that opinion.

42360. And that in Ireland, as in Australia and several Continental countries, the true system for the public interest is that the railways should be worked by, and for, the public?—Sympathetically.

42361. And not as a money-making concern, worked at least indifferently to the public interest?—That is so.

42362. You have spoken very strongly about new industries in Ireland. How are we to stop emigration from Ireland except by developing industries in towns and providing some resource for the surplus population from the rural districts?—And making living reasonably cheap, and providing cheap housing accommodation.

42363. And providing remunerative work?—Yes.

42364. You say that the railway system effectually prevents the starting of a new industry dependent on a market elsewhere; you mean in Ireland?—Yes.

42365. So that unless the Irish manufacturer can sell what he makes at his own door, if he has to resort to the transit system he is bound to find himself shut out even of the home market?—He is very severely handicapped unless he can obtain other advantages, such as raw material at his own door and cheaper labour. But as for cheap labour, I do not think it exists in Ireland to-day.

42366. Generally speaking, he has to do with a smaller profit than the producer of imported goods, in consequence of the pressure of the railway rates, and that has a tendency to limit his output, and eventually to drive him out of trade?—That is so.

42367. Reductions are imperatively urgent?—They are.

42368. How are we to get them? You suggest a court or tribunal that might impose them. But we must keep within the limits of the practicable. We have to ask ourselves what prospect there is of obtaining a law to impose reductions upon the railway companies, having regard to the amount of their capital and profits?—I quite see that point.

42369. And you would agree with me, perhaps, that if there is any way of doing it by agreement or by buying up their capital on fair terms, it would be much better?—Yes.

42370. You are, doubtless, familiar with the evidence that has been given here. Do you agree that if the railways were purchased by public credit, the annual charge for the capital would be much less than it is now?—It ought to be.

42371. And it ought to leave a surplus out of the present net profits?—Yes.

42372. And united working by one system instead of by so many would probably produce another surplus, even though the public administration had to provide more adequate staffs at stations like Thurles?—Yes; that is so.

42373. These two surpluses together would give us a fund out of which we could experiment a considerable distance upon reductions of fares and rates, to see whether they would really develop traffic?—I can easily imagine such a concern being managed on business lines much more cheaply and efficiently. There seems a superfluous number of overseers at present, and a corresponding decrease of working men as far as I can make it out. Everybody wants somebody else to do the work.

42374. Where you have so many administrations, each with its own little independent territory, there must be more or less of caprice, more or less disparity of intelligence in dealing with these matters of detail?—Yes, I should think so.

42375. One competent administration for the whole would be far preferable?—Far preferable.

42376. In order that the profits of the system should be applied to the reduction of rates, that administration ought to be responsible to Irish public opinion?—It ought to be.

42377. By election?—By election.

42378. And the lines ought to be owned by Ireland, so that the profits should not be alienated to any other purpose?—That is so.

42379. Have you any doubt, if that system were arranged, that an elective body, which is supposed by some critics to be necessarily incompetent because elective——?—Or because they were Irish.

42380. Could have quite as competent a body of experts at its service as any railway in Ireland has now? In fact, is not the presumption that a united system would have a stronger and more capable body of experts than any single company could have?—That is as it ought to be.

Mr. Peter Lawler examined by Colonel Hutcheson Poe (*in the Chair*).

42381. Mr. Lawler, you live at Newtownbarry?—Yes.

42382. Do you appear on behalf of any public body?—Yes, a public meeting.

42383. But not any local authority?—No.

42384. When was this public meeting held?—About a month ago.

42385. Who were present at it?—A great number of the people of the town and district.

42386. Who was the chairman of the meeting?—The parish priest of the place, Father Whitty.

42387. Was it a large and representative meeting?—Yes.

42388. In what connection was the meeting held?—In connection with getting a railway into the district, and also for taking measures to prevent the Dublin and South-Eastern Company from getting a renewal of their powers over the place.

42389. You say that the puprose of the meeting was to secure additional railway extension?—To get railway connection with the place.

42390. From Newtownbarry to where?—Newtownbarry is not connected with a railway.

42391. From what point was the railway to run that you wished to get made—from Shillelagh to Newtownbarry?—The Dublin and South-Eastern Railway have had a Bill over the place for twenty years to construct a line from Shillelagh, and they have never done it, and they are seeking new powers this year. To use whatever means we could to prevent the company from renewing their powers was one of the objects of the meeting.

42392. Was any resolution passed with respect to that extension?—No. The opinion of the meeting was taken whether that route, or an alternative route, would be the more beneficial for the district.

42393. What opinion was expressed?—The opinion expressed was that an extension from Tullow on the Great Southern and Western line would be better for the district.

42394. I presume that the expression of opinion in favour of the Tullow and Newtownbarry route was practically to debar the Dublin and South Eastern Railway from carrying out any work; that would be the effect if the extension were made; the extension would be made by the Great Southern and Western Railway in connection with their line?—We want railway connection with the place. The other company have held a Bill over the place for twenty years, and they will not construct the line. We think that there is no possibility of getting them to construct it, and the opinion was that we should never get a railway if we did not get one from Tullow.

42395. You think that you would have more chance of getting a line made in connection with the Great Southern and Western line than by the Dublin, and South-Eastern Company. That was the opinion of the meeting?—Yes.

42396. With regard to this particular line, am I right in saying that so far back as 1883 or 1884, after the passing of the Tramway Act of 1883, a scheme for a line from Shillelagh to Newtownbarry, and thence to a place called Scarawalsh, was actually promoted and brought before the Privy Council?—It was.

42397. It was approved by the Privy Council?—It was.

42398. They even went so far as to specify the amount of money to be expended on the line?—They did, and they got a guarantee from three counties.

42399. For £78,000?—I do not know the exact amount of capital.

42400. I see, in looking over the Report of the Allport Commission, that of all the ten schemes brought before the Privy Council at that time, everyone, with the exception of this extension to Newtownbarry from Shillelagh, and a little one from Woodlawn to Mountbellew, in County Galway, has been carried out since?—Yes.

42401. Showing that these schemes were necessary in the interests of the country?—They were.

42402. I suppose that the necessity for the line is just as great now as it was in 1888?—I think more so.

42403. Is there a manufacturing and agricultural district round Newtownbarry?—It it a great agricultural and stock-rearing place. We have two small industries—or only one—left now.

42404. What are those?—We have a slate quarry that could be developed with the aid of a railway. There are only six men at present working in it. There is also a small pottery and brick-making industry.

42405. I suppose the traders and agriculturists of the district are seriously handicapped by their having to cart all their produce to Shillelagh?—Ferns is the station generally used. The company give the same rate from Ferns to Dublin on fair days as they do from Shillelagh, though the route is much longer.

42406. Is there any other matter you wish to bring before the Commission?—I have a note of the points which we thought necessitated railway connection with the place.

42407. You might let us have that?—Newtownbarry is situated at the north-end of the County Wexford, on the border of the County Carlow, contains a population of 1,054 at the last Census, and has a weekly market and thirteen fairs in the year. The surrounding district is thickly populated with a number of small landholders, and the soil, being light and sharp, is naturally adapted for tillage and stock-rearing. All sorts of cereals and root crops are grown, and nearly every class of stock is kept. The breeding and fattening of all classes of stock is very extensively carried on, principally pigs, sheep, and fowl. The district is notable amongst buyers for the numbers and superior quality of the animals fed in it. Three-fourths of the fat pigs, nine-tenths of the fat sheep and cattle, and all the fowl that are fed are bought and sent to England. It is on fair days when the pigs and sheep and cattle are sold that the great want of railway communication with the town is seen. It is no unusual sight on these days to see from 600 to 800 fat pigs, and upwards of 1,000 sheep and lambs, and 50 or 100 fat cattle walking along the road to Ferns and Tullow railway stations, nine and ten miles distant, respectively. The effect of the hardship of such a road journey on fat stock, after being driven into the fair that morning from three to seven miles, and standing for hours at the fair, is to waste them so much and to make them so unfit for a long railway journey afterwards that buyers will not give the same price for any of the animals as they would if there was a railway on the spot. In order to give an idea of the volume of business transacted in cattle, pigs, and sheep at these monthly fairs, I may say that the amount for the year averages nearly £5,000 each fair, paid out by the bank alone, which of course does not represent all the cash transactions of buying and selling. At the weekly market the amount paid for fowl varies between £250 and £300. In a district such as this where the breeding, rearing, and feeding of stock is such an industry, it follows that large quantities of feeding stuffs are bought, flour and groceries for the dwellinghouse, and bran, pollard, maize, meal, etc., for the stock, and as all these provisions have to be carted from one or other of the nearest railway stations, at a cost of 5*s.* per ton after the railway rate, it makes a great difference to the consumer. The same additional expense must be added to coal, artificial manures, seeds, and everything that is

Proposal to construct a railway from Tullow to Newtownbarry.

Industries of the district described and the necessity for railway communication explained.

Breeding of live stock a special feature.

Value of cattle depreciated by the long drives to fairs and railways.

Cost of cartage.

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Mr. Peter Lawler, Representative of Newtownbarry (Co. Wexford) Railway Scheme Committee.

wanted and not produced in the district. It is thus evident that the farmer loses something on every animal, pig, sheep, and cattle, as well as upon his corn, butter, eggs, and fowl, and has to pay something more for almost everything he wants to buy, because there is not railway connection with the district. The local industries are two oaten meal mills, which grind about 7,000 barrels of oats into oaten meal every year. There is a small pottery and brick-making industry. There is a slate quarry which at present employs only six men, and the district abounds with granite stone which probably could be sent away for building purposes. There is a very large mill or factory now idle only one mile distant from Newtownbarry, at the village of Clohamore. It has a great water power from the River Slaney. The whole premises are in very good repair, and there is not the slightest doubt that if there was a railway near there would be a woollen or some other manufactory in the place. The premises are very extensive and well constructed, and were used as a cotton factory, employing about 300 hands, up to about the year 1866. That was the evidence I desired to give as to the necessity for the railway.

Slate quarries undeveloped and mills idle owing to absence of railway accommodation.

42408. I think the figures you have given as to the size of the fair and the number of pigs, sheep, and cattle, show that it must be a very thriving district?—It is.

42409. Has any effort been made from time to time on behalf of the inhabitants of Newtownbarry to get the Dublin and South-Eastern Railway to construct that extension?—They have got this Bill repeatedly renewed by Parliament, and we have asked them to construct the line. I have a letter here from the company saying that under present circumstances they cannot construct it.

Inaction of the D. and S. E. Ry. in connection with their Bill for a line from Shillelagh.

42410. They are not financially able to do so, I suppose. You had better read the letter?—The letter is dated August 16, 1907. I understand that their last Bill lapsed on August 1. The secretary of the meeting to which I have referred wrote to the company asking what they were going to do, and this is their reply. "Your letter of the 14th inst. has been laid before my directors, together with the accompanying copy resolution respecting construction of railway to Newtownbarry. In reply I am desired to say that the Parliamentary powers granted some years ago for the construction of such a line have expired. An entirely new application to Parliament would accordingly be necessary if the project was to be carried out. Having regard to existing circumstances my directors would not feel justified in advising the shareholders to undertake any further extension at the present time."

Company's recent refusal to construct the line (powers having lapsed).

42411. Were they the original promoters of the Bill you refer to?—They were.

42412. And from time to time they have got those powers extended?—Yes.

42413. According to that letter, those powers have expired, and a new application would now be necessary?—They have a new application at present going before Parliament.

42414. From your past experience you have not very much faith in the schemes being carried out?—We have no faith whatever.

Negotiations with the G. S. and W. Ry. Co. ten years ago as to an extension from Tullow.

42415. Have you approached the Great Southern and Western Railway Company?—Ten years ago, after the second term of renewal had expired, a deputation was appointed to wait on the Great Southern and Western Railway Company. I was one of the deputation. We laid the matter before them, and we promised to give them every possible support from the district. They sent down their engineers privately; they surveyed the whole place, and reported most favourably on the scheme. It was rumoured afterwards that a compromise had been made between the two companies, and that the Great Southern and Western people obtained some small concessions that they wanted at Palace East station on condition that they did not proceed with the scheme.

The route surveyed but nothing further done.

42416. And nothing came of your deputation?—No.

42417. Have they been approached since?—No, because the other people have been holding a Bill over the place. They got the Bill for five years, and they have got it renewed from time to time. The Dublin and South Eastern Railway have the trade of the whole place, and they do not want to spend thousands of pounds to construct a line to hold the trade of a place which they already have.

The South-Eastern Co. having the traffic under existing conditions don't want to build a railway.

42418. Financially the company are in very low water?—I know, but when they wanted to construct a line from New Ross to Waterford two or three years ago they could raise the capital.

42419. *Mr. Sexton.*—They had friends on that occasion.

42420. *Colonel Hutcheson Poë.*—At any rate, the opinion of the people you represent is that the alternative route in connection with the Great Southern and Western Railway would be more advantageous to the district?—That is the prevailing opinion.

Mr. Croker Barrington, Solicitor.—I think you said it was a rumour about this compromise between the two companies?—Yes. It would be very hard to get specific information about such a matter.

Mr. Croker Barrington, Solicitor.—I never heard of it.

Examined by Mr. Sexton.

42421. The position with reference to railway accommodation at Newtownbarry is very tantalising?—It is.

42422. You have a main line a few miles to the east, and another a few miles to the west, and you have two branches breaking off short a few miles to the north?—We have. We are, so to speak, in the centre of a circle with railways on every point, none of which come into the place.

42423. We know that Wexford is a progressive county. Is this a populous district?—Very populous.

42424. With a full agricultural and pastoral output?—Remarkably so.

42425. Produce and cattle?—Yes.

42426. With openings for manufactures?—Yes.

42427. What is the distance from Shillelagh and Tullow, respectively, to Newtownbarry?—Shillelagh, 9 miles, and Tullow, 10.

42428. The cost of the line might be about £50,000?—About that. In every map of the present day they have the line marked out as if they held the place.

42429. The South Eastern Railway have?—Yes.

42430. *Colonel Hutcheson Poë.*—Leading a stranger to infer that they had a line there?—Yes.

42431. *Mr. Sexton.*—How long have they been hankering after this line?—Twenty years, last August.

42432. How often have they got the powers renewed?—Four times.

42433. Have the Great Southern and Western Railway never tried to get powers?—They have not. There has never been any time. Between the expiration of the powers and the meeting of Parliament is the only time the other company have allowed to elapse before getting the powers renewed.

42434. We may assume that they meant well, but we know that they have no money?—I am aware that they are in a bad financial position.

42435. I think they have been obliged to enter into an agreement not to apply any of the money they are entitled to raise by recent legislation, except for specific purposes which do not include the construction of this line?—I am not aware of that. What we complain of is a Bill being before Parliament at the present moment. If the people of the district want to prevent their obtaining their Bill they have got to raise private subscriptions to oppose the Bill in Parliament, which means great expense.

42436. To oppose the Bill?—Yes.

42437. To oppose a Bill before Committees of both Houses is a serious matter?—We say that the company should not have power to apply for a Bill time after time and put the district to the expense of opposing them.

42438. You entertain the view that it would not be desirable that they should make the line?—We have.

42439. You think that they would not manage the line well?—I think the place ought to be left open to give the Great Southern and Western Railway a chance of extending their line at some future time.

42440. This company having obtained powers four times, and each time allowed them to lapse, you think that it is not right that they should apply for further powers which would bar other projectors?—I think it would be a great injustice.

42441. Do you contemplate a guarantee?—No. The guarantee of the Tullow line from Baltinglass comes very near to Newtownbarry, and we have a very bad

Mr. Peter Lawler, Representative of Newtownbarry (Co. Wexford) Railway Scheme Committee.

opinion of the idea. It would be very injurious to the place.

42442. What would be?—A guarantee.

42443. You might have to pay?—More than that. Tullow station, which is only 10 miles from Newtownbarry, would get a great deal of trade on fair days if the company sent down one of their agents to tout for the trade, but they will not come and look for it, because their money is guaranteed. The Dublin and South Eastern Company send a man down every fair day to try and take all the trade of the place for their line, but the other people will not try for it because they are guaranteed.

42444. *Colonel Hutcheson Poë.*—Whether they get the traffic or not?—Yes, they do not look for the traffic.

42445. *Mr. Sexton.*—That is the Great Southern and Western Railway?—Yes.

42446. They are guaranteed from Sallins to Tullow, so that they are indifferent whether they get traffic, as far as that length of the line is concerned?—Yes.

42447. But would it not be well for them if they could get it from Sallins to Dublin?—Yes, but they are not looking for the additional trade that they would look for if they had not a guarantee at all.

42448. We have heard of a case during this inquiry where an offer was made to make a line and even to guarantee the expenses, but the Great Southern and Western Railway would not take it up. It appears that railway companies now will not accept a present of a line—I am referring to the Castlecomer affair. So far from the railway companies being willing to build these small branches, they will not even take a present of them unless they are guaranteed at least against loss and probably some profit. So that the prospect appears not very bright?—The inducement that the deputation held out to the Great Southern and Western people if they would continue their line from Tullow to Newtownbarry and on to Enniscorthy was that they would have one of the finest districts in Ireland for their line. The guarantee on the line to Tullow terminates in 1921, and they will have to do something then.

Injustice of the baronial guarantee system for railways to the localities.

42449. That is a good way off?—Yes.

42450. Thirteen years?—Yes.

42451. Without being too sanguine you may hope to get your line before then?—If the Government were going to deal with it we expect a subsidy would be required for the district, but we think that if any district in Ireland would pay this one would.

42452. What do you think of the equity of obliging limited areas of small occupiers to provide either working expenses or interest on capital for branches which serve, not only the district, but the general trade of the country; is it fair?—I think it is not just.

42453. To put the burden on the locality?—I think it is unjust to the farmers, though they derive nearly all the benefit from the railway service.

42454. But it opens up the country generally as well?—It does.

42455. Do you think it the more intelligent view that is taken in Australia, India, and Continental countries, that the whole community is concerned in the service, and that it ought to be the interest of the whole community to develop the system here and there without looking to a particular locality to make good the charge?—Undoubtedly.

The transit problem to be dealt with as a whole by an Irish authority.

42456. Suppose we had an Irish authority created to take over the transit system as a whole, to see where branches and links were most required, and to provide them as circumstances favoured, do you think that that would be the best way of dealing with the subject?—I do, undoubtedly.

42457. At present it is a mere chance whether any district gets a line, or whether the line is given to the district that wants it most or least; it depends on the prevailing mood of the Government, or the humour of some important politician. Do you think that an important question like the transit of the country should be dealt with any longer in that way?—I do not.

Mr. James Kelly, Representative of Templemore Urban District Council.

Mr. James Kelly examined by Colonel Hutcheson Poë (*in the Chair*).

Complaint as to excessive rates from Templemore.

42458. You appear instead of Mr. Patrick Maher?—Yes.

42459. You appear on behalf of the Templemore Urban Council?—Yes.

42460. Are you a member of it?—Yes.

42461. In giving evidence before us you represent the views of the Council?—Yes.

42462. Do you wish to say anything about the way in which the traders of Templemore are, in your opinion, handicapped by the rates charged on certain classes of goods as compared with those at Thurles and Nenagh?—Yes. We are nearer Kingsbridge, but we have to pay higher rates.

42463. What are the distances to Kingsbridge?—From Templemore 79 miles, from Thurles 86, and Nenagh 97.

42464. The rates between Templemore and Kingsbridge for goods are higher than between Thurles and Kingsbridge or Nenagh and Kingsbridge for the same class of goods?—Yes.

42465. Can you give us the rates charged in respect of feeding stuffs, flour, bran and pollard?—7*s.* 6*d.* a ton in three-ton lots from Nenagh.

42466. What is the charge for three-ton lots from Templemore for the same goods?—10*s.* 2*d.*

42467. And for six-ton lots?—8*s.* 9*d.*

42468. According to that you are charged practically 50 per cent. more on three-ton lots of flour, bran and pollard from Templemore than the trader dealing in the same commodities residing in Nenagh or Thurles?—Yes.

42469. You are paying 50 per cent. more?—Yes, than Nenagh.

42470. Then, with regard to cement, what are the rates in force?—Cement to Nenagh is 7*s.* per ton for three-ton lots.

42471. To Templemore?—Templemore is 10*s.* 2*d.* per ton up to three tons, and 8*s.* 9*d.* for six tons.

42472. Have you the rate to Thurles for cement?—We have 7*s.* 10*d.* in six-ton lots, and 9*s.* 10*d.* for smaller quantities from a ton up.

42473. So Templemore pays 10*s.* 2*d.* for a three-ton lot, Thurles 9*s.* 10*d.*, and Nenagh 7*s*?—Yes, for three-ton lots.

42474. So in respect of that article you again have to pay a much higher rate than either of these other towns?—Yes. Cement is cheap stuff, and for cheap stuff this affects the price very much.

42475. With regard to ale and porter, what are the prices?—The price to Templemore is 13*s.* 2*d.*

42476. Is that for a three-ton lot?—That is for small quantities, for a ton up, or half a ton.

42477. Have you any special rate for a three-ton lot?—No special rate.

42478. That rate of 13*s.* 2*d.* applies to anything from a ton up?—Yes. I cannot say about the six-ton rate, but anything under six tons.

42479. You charge at the rate of 13*s.* 2*d.* per ton anything under six tons?—Yes.

42480. What is the corresponding rate to Nenagh?—11*s.*

42481. Does that apply to any lots from one to six tons?—Per ton.

42482. Up to six tons?—Yes.

42483. Have they got a corresponding rate to Thurles?—Thurles is 10*s.* for three-ton lots

42484. To make the comparison quite right, what do they charge for one-ton lots to Thurles?—I have not got that.

42485. At any rate, for a three-ton lot to Nenagh or Templemore you would have to pay at the rate of 11*s.* in the one case and 13*s.* 2*d.* in the other for three-ton lots?—Yes.

42486. As against 10*s.* for three-ton lots to Thurles?—Yes.

G. S. & W. Co.'s refusal to concede lower rates for quantities above one ton.

42487. *Mr. Sexton.*—The proof says that the railway company have refused to quote a special rate for three-ton lots on any class of goods to Templemore?—That is correct.

42488. Therefore when you speak of a three-ton rate to Templemore you mean that you have to pay according to the one-ton rate for anything under six tons?—Yes.

42489. *Colonel Hutcheson Poë.*—They have to pay a rate of 13*s.* 2*d.* a ton for three tons?—Yes.

42490. They pay 39*s.* 6*d.* for three tons?—Yes.

42491. The railway company have actually refused to put into operation any lower rate in respect of larger consignments than one ton?—Yes.

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Mr. James Kelly, Representative of Templemore Urban District Council.

Excessive rates, Templemore and Dublin, compared with Thurles and Nenagh rates.

42492. To go back to bar iron and corrugated sheets, what are the rates?—8*s.* per ton in three-ton lots to Nenagh and to Templemore 10*s.* 2*d.*

42493. Is that also on three-ton lots?—Yes.

42494. Then to Thurles?—Thurles 9*s.* 10*d.* for small quantities, and 7*s.* 6*d.* for six-ton lots. Evidently there is no three-ton rate to Thurles.

42495. Is there a three-ton rate to Templemore with regard to cement?—No, nor bar iron.

42496. For anything over one ton and under six you have to pay at the rate of 10*s.* 2*d.*?—Yes.

42497. What are the rates for timber?—They are the same rates as the others?—9*s.* 10*d.* under six-ton lots and 7*s.* 6*d.* for six tons.

42498. Those figures speak for themselves. They must have the effect of very seriously handicapping dealers in those particular articles at Templemore?—They have.

42499. Can you account for the great difference there is between the rates charged to you and those to Nenagh and Thurles?—The way I can account for it is when the Waterford and Limerick were running to Thurles there were special rates cut down. There was competition given to Thurles—there were special rates cut out for it.

42500. Are the rates in force now in Thurles, rates come to by agreement when the amalgamation was arranged?—They are. We have no special rates in Templemore.

Canal competition to Nenagh.

Mr. Croker Barrington, Solicitor.—We tried to make alterations. We were defeated.

42501. *Colonel Hutcheson Poë.*—Thurles is one of those towns in which the railway company by their undertaking given on the amalgamation cannot raise the rates in force in the old Waterford and Limerick time?—I am not aware of that.

42502. That is so. Then, with regard to Nenagh?—There is canal competition into Dromineer.

42503. And water competition rules the railway company?—Yes.

Templemore traders unfairly handicapped by high rates from Dublin.

42504. Even supposing that water competition has entered into the question, is it your opinion that the difference between the rate charged to your particular town, in this case, seeing that it is considerably nearer to Dublin, should not be so great as it is, even where there is water competition?—The high rates tell against our town. We think on account of being nearer to Kingsbridge than Thurles that we should have a lower rate if anything.

42505. You are aware it is an admitted principle that where you have alternative routes by sea or canal railway companies are obliged to make a lower rate, or else they would not get any of the traffic. Still, are you of opinion that after making all allowances in respect of that competition, they still charge an unduly high rate as between your town and the town served by water?—The difference between our town and Thurles is not great, but it means a good deal in cheap goods.

42506. Those figures which you have quoted show that with regard to Nenagh the difference is a good deal?—It is.

Complaint as to passenger train service with the South.

42507. That is where the water competition comes in. The charge to Nenagh for cement is 7*s.*, and to Templemore it is 10*s.* 2*d.* If they charged 10*s.* 6*d.* it would be practically 50 per cent. higher?—Yes.

42508. With regard to passenger service do you wish to make any remark?—They are complaining in the town that there is no train leaving for the South sooner than 11 o'clock, and they say it is inconvenient for a lot of people.

42509. Is that leaving for Cork?—Yes.

42510. Is that prejudicial in the way of getting your correspondence from Dublin and other places?—If you want to go to Cork it is a very late hour. You cannot get back the same night if you have much business to do.

42511. What time do you get your correspondence?—The correspondence is all right, but we do not get our newspapers until after 11 o'clock, while they have them in Thurles between 8 and 9.

Thurles in this respect better served than Templemore.

42512. How do they manage to have them in Thurles, which is farther away, at an earlier hour?

42513. *Mr. Sexton.*—An early train stops at Thurles, which does not stop at Templemore?—Yes. It passes Templemore without stopping. They did run an early train some years ago, but it appears the passengers were very few, and they took it off.

42514. *Colonel Hutcheson Poë.*—They found it did not pay?—Yes.

42515. Have any representations been made to the railway company by the Urban Council in respect of these matters that you have brought before us?—Yes; they have been written to three or four times.

42516. Has the railway company made any reply beyond the stereotyped reply?—They gave no satisfaction. We had some replies that were not satisfactory. They did not do anything in the way of remitting the high rates.

Examined by Mr. Sexton.

42517. It is quite clear that the railway company make a concession in allowing the three-ton rate for Thurles and Nenagh, but withhold it from Templemore?—Yes.

42518. So, at Templemore, if you wish to secure a reduction of the rate for one ton, you have to go up to six tons?—Yes.

42519. But a six-ton lot of flour, for instance, may be more than a trader in Templemore would want or than is convenient for him to order?—It is very often the case in all these goods.

42520. A six-ton lot of flour costs about £75 at present. It might not be convenient for a small shopkeeper to hold so much at once?—Yes.

42521. What is the reason of the reduction to the other towns and not to you for three-ton lots? That has nothing to do with canals or with the sea?—I cannot answer that question.

42522. It seems to be a differentiation which damages Templemore?—Yes; it is an injury to our place.

42523. It is not explained in any degree by sea or canal competition?—No.

42524. I have not taken from you the rate to Thurles for flour?—7*s.* 11*d.* for six tons.

42525. What about one ton?—For one ton 9*s.* 10*d.*

42526. That is very near the Templemore rate?—Yes; those rates are near the Templemore rate.

42527. As between Templemore and Nenagh, although Nenagh is 18 miles farther on the rail, there is a difference of 2*s.* 8*d.*, or just 4*d.* a sack, in flour?—Yes.

42528. The difference of 4*d.* a sack is a substantial difference, and might affect the market?—Yes.

42529. In the case of cement the difference is 3*s.* a ton between Nenagh and Templemore, and 2*s.* 4*d.* between Templemore and Thurles. In what quantities is cement usually sold by traders in Templemore?—Cement is a thing that you cannot buy a lot together. I am in the business, and I find I have to sell it quickly or it goes bad. You cannot buy six tons as a rule, except in very rare cases. They have a three-ton rate for cement to Nenagh, 7*s.*, that we have to pay 10*s.* 2*d.* for.

42530. The railway company were asked to strike a three-ton rate for Templemore, but refused?—Yes.

42531. They oblige you to have very small consignments or to order more than you want, or more than perhaps a trader has money to pay for at the moment? Yes.

42532. In what quantities do you usually sell cement to a customer?—Two bags and four bags. There are two cwts. in each bag. Sometimes we sell five bags.

42533. A difference of 3*s.* in the rate would mean a difference of 1*s.* 6*d.* on that sale?—Yes.

42534. In ale there is from two to three shillings upon the ton. What is the usual quantity of ale sold at one time by traders; do they sell by the cask?—Some of them buy a ton, and some might buy two tons.

42535. Iron and timber—I have not got the rate for timber to Nenagh?—Timber is the same as iron.

42536. Eight shillings to Nenagh?—Yes.

42537. The rate for one ton to Templemore is the same as up to six ton—8*s.* 9*d.* The difference is not so great, but still it is substantial?—8*s.* 9*d.* No doubt the advantage which Thurles enjoys is due to the fact that the independent rate which it had under the old Waterford and Limerick system was stereotyped in the Bill. That is well for Thurles; but do you consider it right that by reason of a Parliamentary bargain between the parties to a Bill other towns should be permanently injured in their trade or should be obliged to go on paying higher rates? The bargain is well for Thurles, but why should a bargain well for Thurles impose such consequences on Templemore?

Mr. James Kelly, Representative of Templemore Urban District Council.

It is a serious thing for Templemore to have these rates for Thurles. It is not very far distant, and there is great competition.

42538. The railway company say that they cannot alter the rate to Thurles, but they could reduce the rate to Templemore?—That is what we want to get done.

42539. That is the way to amend it?—Yes.

42540. You are not asking that the rate to Thurles or Nenagh should be increased?—No; only that we should be put on equal terms.

42541. What you are asking for is a rate in fair proportion?—Yes.

42542. Have you ever asked why they will not give you a three-ton rate to Templemore?—I believe we have been asking about it, but I am not in a position to tell you the particulars.

42543. I may say I think it inexplicable. Templemore is a rather smaller town than Nenagh or Thurles?—Yes.

42544. Being a small town it has more need of a three-ton rate?—Yes.

42545. So if a three-ton rate is required at Nenagh or Thurles it is so much the more required at Templemore?—Yes; that would be the great advantage, if we had a low rate for three tons.

42546. I suppose you know the general scheme of law in relation to these goods rates?—No, I do not.

42547. It is this: For the first twenty miles out of Dublin you pay a certain sum per mile; for the next thirty miles out a smaller sum per mile; for the next fifty miles a still smaller sum per mile. These three towns mentioned in your evidence come within the third 50 miles or within 100 miles of Dublin. So under the scheme of the law the maximum rates to Templemore, to Nenagh, and to Thurles, would be the same for the first twenty miles, the same for the next thirty miles, and for the remainder of the distance an equal sum per mile. So that according to the spirit of the law the rates to Templemore should be less than the rates to Nenagh or Thurles in the proportion of the lesser to the greater distance?—Yes.

42548. It seems that the practice complained of in your evidence is in contradiction to the spirit of the law?—Yes.

42549. Have you thought at all upon the general question of who should manage the railways?—No; we did not discuss that. All that we discussed was the necessity of being put on an equal footing with neighbouring towns.

An impartial system of Irish railway management advocated.

42550. Would you be in favour of a system of managing Irish railways under which different towns and places would be treated impartially?—I would.

42551. Barley is a very important product, and a product in regard to which Ireland is becoming more and more injured by importation at low rates?—It is

42552. What do you say about barley in relation to the three-ton rate?—We have to pay a higher rate for barley by the wagon load than they have in Thurles. The local brewer has complained about it, and he says he is handicapped in his profits by having to pay a higher freight than Thurles.

Impartial treatment of all towns by the issue of rates on a mileage basis suggested.

42553. Could you give me the figures?—I cannot give the figures, but I am certain that the rate is higher. The figures there are what I got last night, but I am not quite sure of them.

42554. You are now concerned with the export trade?—I am concerned with the rate from Templemore of barley and oats to Dublin.

42555. For the purpose of distilling in Dublin?—Yes.

42556. I see that grain from Templemore to the North Wall is 9*s.* 6*d.* and from Thurles it is only 7*s.*?—I don't want to use those figures; I am not sure of them; they were given to me last night. I intended to inquire at the station, but I had not time, but there is a higher rate from Templemore to Kingsbridge than from Thurles to Kingsbridge for barley.

42557. Does that injure your trade in barley?—It does.

42558. You have to sell it about the place or you cannot sell it at all?—No, but we cannot pay as high a price for it.

42559. You cannot pay as high a price, or you must accept a narrower profit?—Yes.

42560. In this case also the three-ton rate is refused?—We don't want a three-ton rate for that, because it is bought in large quantities.

42561. Does the refusal of the three-ton rate to Templemore apply generally to traffic either into or out of that station?—Yes.

42562. To and from?—Yes.

Mr. Thomas D. M'Carthy examined by Colonel Hutcheson Poë (*in the Chair*).

Mr. Thomas D. M'Carthy, Croom, Co. Limerick.

42563. You live at Croom?—Yes.

42564. Are you a business or professional gentleman?—I am in business.

42565. You wish to say something about passenger fares for school children?—Yes. I look on them as excessive. They have no rate for third-class children. They charge children under eighteen years of age to Limerick city at present £9 16*s.* 8*d.* each for twelve miles.

Complaint of the withdrawal of annual third class tickets for school children between Croom and Limerick.

42566. Is that for a yearly ticket?—That is for a yearly ticket for 12 miles, second-class. In previous years I got the railway company to give third-class tickets to children for £5 16*s.* for the twelve months.

42567. From Croom to Limerick?—Yes. Now there are numbers of children anxious to go into Limerick for a better class of education every day if they could only get reasonable rates to do so.

42568. From Croom or from other towns?—From Croom. I suppose every other town is the same as Croom so far as that is concerned.

42567. Roughly speaking, can you give any idea of what number of children would go daily from Croom?—There should be perhaps a dozen. At present there is only one. There were two previous to Christmas. I know six or eight going six miles daily on bicycles from the village of Croom to get a better class of education.

42570. You say that some years ago you got them to give third-class tickets?—I did. I got those down to £5 16*s* for the twelve months, and I got a poorer class of children to go, children of small farmers and business people.

42571. Are you sure that the third-class tickets have been discontinued?—They have been discontinued.

42572. On what grounds?—I could not tell you.

42573. How long did it last?—It lasted two or three years during my time that I got it for them.

42574. Was that from Croom?—From Croom to Limerick.

42575. Have you any idea how many children availed themselves of it?—I think about a half dozen. We had not a great number at that time.

42576. A half dozen children went every day for a period of two or three years?—Yes.

42577. You don't know on what grounds the railway company took that off?—No. They have no third-class ticket. I used to be fighting with Mr. Colhoun to get traffic by reducing fares, and I got him to do this specially. It was successful, but it would be more successful now, because there are a great deal more children now. There are eight going now every day six miles on a bicycle to a private school out in the country for a better education.

42578. We have heard a great deal about the cheap fares which are given in Belgium. I happened only this morning to read of what they do for the youth of that country. While the system of national education throughout Belgium is so good that there is no necessity for the State to offer special railway facilities for the ordinary school children, yet in order to encourage those who have left school to avail themselves of higher education in large centres, they give tickets at a very low rate, available for any distance up to seventy-five miles. The price of such a ticket for a distance of ten miles for three days in the week is 38*s.* a year.

The system in vogue on the Belgian railways.

Mr. Croker Barrington, Solicitor.—Ask him what the schools at Croom thought when we gave the tickets.

Jan. 17, 1908.

Mr. Thomas D. M'Carthy, Croom, Co. Limerick.

Subscription tickets for school children between Croom and Limerick.

42578A. *Mr. Sexton.*—Only a limited class of children used the facility.

Mr Croker Barrington, Solicitor.—Did not they complain very bitterly of the railway company for giving them?—I never heard of it.

42579. *Colonel Hutcheson Poë.*—If the Belgian Government can give adult students a three days a week ticket for twelve shillings a year, presumably they could go in every day of the week for 60 or 70 shillings, which would be much lower than the £5 16*s.* that the Great Southern and Western charged your school children?—Yes.

42580. You never heard, in answer to Mr. Barrington's suggestion, of any complaint in reference to the 3rd class tickets which were issued to children?—I never heard it. I think I would have heard it if it was going at the time. It was only because I was here in connection with passenger trains on that branch to Cork and Limerick that I introduced this, and I represent the feelings of the people who were sending their children.

42581. At any rate you think there is a general desire on the part of people to get their children eight or nine miles into Limerick to school if they could possibly do so?—I am certain of it. Once they get finished with a good national education they strike them off. They do not get that until they are fifteen. From fifteen to eighteen they put on the tariff, and that is the very time that a boy should go on to get a high-class education.

42582. It is manifestly important that the rising generation in Ireland should get the best education at their command?—Certainly.

Improvement in the connections at Charleville between the main line trains and those on the Limerick branch required.

42583. With regard to passenger service generally, have you any remark to make?—Yes; previously we had always a connection with this 3 p.m. down train from Dublin at Charleville. It took in the branch, and there was a connection at Charleville. Now there is no connection, and a man going the down road cannot get it on that branch, eighteen miles, unless he leaves here by the 9.15 train in the morning.

42584. Previously, you say, there was a connection. When was that?—That was in the time of Mr. Colhoun, the late manager. There was a connection always at Charleville. The 5.10 from Cork leaves Charleville now at 6.45, and the 3 p.m. from Dublin arrives at Charleville at 7.9, that is within twenty-four minutes of the other train.

42585. That twenty-four minutes makes all the difference in passengers making a connection: in fact it prevents them?—Yes, it does. We have lost our fair traffic through that. We had fairs there which were pretty prosperous until this train was turned off, and we could get no buyers from up road stations to come because it would take two days to go there.

Injury to Croom fairs owing to faulty train service.

42586. Is there any other instance of any trains not making a connection where a little adjustment would enable them to do so?—That is the principal. It is very hard for railway companies to meet every man's wishes.

42587. If they would meet you on that point it would do a great deal for that district?—Yes. There are two stations—Kilmallock and Bruree—which are ten miles distant by rail and only four miles by road. If you wanted to go there and back by rail it would take you two days and a night.

42588. Knowing the time table of the railway company pretty well, as I suppose you do, would it involve any great difficulty on their part to adjust the time table to make the connection?—I don't believe it would. No doubt it is a thing they will look into themselves, because they are always anxious to meet the requirements of the people as well as they can.

The company informed that evidence was to be given before the Vice-Regal Commission.

42589. Have you represented the matter to them?—Yes, and sent the correspondence with this office saying I was going to give evidence, but they only thanked me for it and returned it.

42590. Did they make any remark as to the difficulty of making this little adjustment?—They did not.

42591. You generally find them anxious to meet you in every way they can?—I always found them that way, and I spent twenty-five years with them.

42592. That is very satisfactory?—Yes. I was to say something about the connection at Patrickswell, near Limerick, but that has been made, though the time table does not show it.

42593. That loss of connection you alluded to has now been rectified?—It is all right.

Examined by Mr. Sexton.

42594. I should like to understand exactly how this bad connection has injured your fairs. The 3 o'clock afternoon train from Dublin only arrives at Charleville twenty-four minutes after the 6.45 from Cork has left?—That is right.

42595. Buyers for your fair at Croom would go down by this 3 o'clock train from Dublin and other places if they could make the connection at Charleville, and get to Croom that afternoon or evening?—Yes.

42596. You had a good fair?—Yes, for all classes of cattle and sheep.

42597. Any pigs?—No. Pigs are a market in themselves. That is knocked out of Limerick.

42598. Is the fair held still?—It is held quarterly, but it is on the wane a great deal.

42599. Had you a monthly fair?—We had it for some years, but not now.

42600. The quarterly fairs have declined?—Yes.

42601. They are only the shadow of their former selves?—Not much better.

42602. If the train service was so managed that buyers leaving Dublin could get to Croom that evening it would help to revive the fairs?—It would, besides accommodating the general public for eighteen miles of country.

42603. At present buyers from Leinster and the north-east of the country must leave Dublin by the 9.15 train in the morning?—Yes.

42604. Then the trains leaving Croom the next day are so timed that they cannot reach Dublin conveniently?—Passengers travelling from Limerick per 11.30 a.m. can get to Dublin same day at 5.45 p.m. *via* Charleville, but they could not go to any station north of Charleville and return the same day; neither could they get in on this branch from any station north of Charleville unless by joining the 9.15 a.m. from Dublin.

42605. This change destroyed your fair?—It did destroy it, or it helped at least.

42606. I suppose it was a thriving town formerly, and that this may bring it down to the rank of a village?—We are thriving still, and we want to hold it.

42607. Do you think if the lines were under a public authority special care would be taken to facilitate these fairs at business centres through the country?—Under the present management it is very hard to think they could reduce the rates and give trains to suit us all. Railway companies, as a rule, pay very poor dividends, and especially the Great Southern. They are not yet properly equipped with rolling stock. I saw some of the carriages coming along yesterday without even cushions, and they on the main road.

42608. It is just because the railway companies have such heavy capital that they are not able to pay good dividends. We are obliged to look out for some method of reconciling the financial facts of the situation with a system of cheaper rates. Suppose it was possible to pay off the shareholders of the lines on fair terms would you approve of having the railways worked as a unit by a public authority, so that every part of the community would have the means of representing their wants, and of bringing public opinion to bear on the administration of the system?—Certainly.

42609. You are in favour of that?—I am in favour of it.

42610. To remedy an Irish need you want an Irish authority. Would you say that the lines should be the property of Ireland, and that the authority, whatever it was to be, should be of a representative character, so as to satisfy public opinion?—I think so.

42611. As to the school children, do you happen to know that in countries where the railways are owned by the public they make a very special point of carrying school children at low rates; that in New Zea-

land, the Australian States, and some European countries they carry school children great long distances for rates so nominal that they are next to nothing?—I did not go into that.

42612. There is this difference between a public and a private system of railways. A private system of railways wants to get as much as it can, while a public system of railways considers education to be a public interest, and therefore fixes rates for school children at as low a figure as possible. Do you think that is a better principle than the other?—We want education. That is a better principle.

42613. Whatever facilitates the attendance of children at good schools is a benefit to the community?—No doubt.

42614. Mr. Barrington suggests that people of Croom would not be satisfied if children were given facilities to attend school in Limerick. Surely these children would attend the local school in Croom until they had availed themselves to the full of the resources of the local teacher? How, then, could anyone at Croom object to facilities being given to a few children at a later age to complete their education by going to school in Limerick?—Neither would Croom do it.

42615. Of course not. No one advocates the doctrine that because a child happens to be born in a certain district his education should be limited to the school on the spot. Surely a child who has shown special aptitude, and who has exhausted the resources of local education, might well be facilitated by low fares in attending a better school?—Certainly.

42616. Is there any real conflict between what you desire and the interests of the schools at Croom?—Not the slightest.

Jan. 17, 1908.

Mr. Thomas D. M'Carthy, Croom, County Limerick.

The policy of facilitating scholars in reaching centres of education advocated.

The Commission adjourned until 12th March in London.

SIXTY-NINTH PUBLIC SITTING.—THURSDAY, MARCH 12TH, 1908,

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners Present:—Sir CHARLES SCOTTER, Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN, Secretary.

Sir Herbert Jekyll (in the Chair).—The Chairman is detained at the Home Office for a short time upon a Conference there, but we are expecting him very soon. In the meantime, Mr Acworth wishes to ask some questions of Mr. MacNulty, and as he himself is likely to be called away in the course of the morning, that would probably be the most convenient course to take.

Mr. PHILIP MACNULTY, Transit Inspector, Department of Agriculture, examined by Mr. ACWORTH.

Mar. 12, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Publication of Belgian tariffs.

Number and cost of tariff books published.

42617. I daresay you remember when we were in Dublin—I think it was in Dublin, or, anyway, I spoke about it in Dublin—you mentioned what you called "a book about the size of a Bradshaw" that cost a franc and a half, and contained the Belgian tariffs?—Yes.

42618. And I daresay you remember that I ventured to question whether it could be considered to be anything like an exhaustive tariff?—Of the interior rates; it relates only to local transit.

42619. I thought we had better get the official information, so I sent across to Belgium to the railway people there, and got what I have here—a list of the tariffs applicable to the transport of merchandise on the State railways of Belgium?—Interior transit?

42620. All tariffs?—Including International?

42621. Certainly. Your book, of course, does not describe or deal with the tariffs of the private railways, but only of the State railways?—Yes.

42622. I just want to call your attention to this. Keeping to the question of interior tariffs, this list of mine gives, through six pages, other interior tariffs. It gives a list of six pages of tariffs?—Separate publications.

42623. Separate publications that can be bought?—But do they form parts of the book of which I gave you a copy?

42624. Not as I understand it. Do you remember how your book was described?—I gave you a copy of it.

42625. Have you another copy?—I have one; I can show you a copy of it.

42626. That will save time, perhaps. Anyway, yours is one?—Only one of those?

42627. Yes, I take it so. Keeping to interior tariffs only, these number up to thirty-four. One of them alone costs Fr. 7.60—that is, the distance tables, which, of course, are necessary. You would agree that they are necessary. If you are going to apply a distance tariff, you must have the distance between the points of application?—Yes, if one did not know the locality—a stranger would require it I would require it.

Value of the publications as a check on railway charges.

42628. Before you can apply your mileage tariff, then, you must purchase the documents showing the distances between the stations—that alone cost Fr. 7.60?—Yes, but any time-table would show most of them—an ordinary time-table.

42629. It might in certain cases; a time-table would not show the distance from a local station between Brighton and London, and a local station between Birmingham and Stafford?—It could probably be calculated from a given centre.

42630. If you were going to check accurately the railway charge, you would need to know the official distance?—I would.

42631. Now I find another of these tariffs—for instance, the relations between the stations on the State railways on the one part—that is, the interior of Belgium—and the North Belgian and Chimay Railway on the other side; that will cost you Fr. 2.80. That is another one. Here is another—the relations of interchange between the various private railways—that will cost you another two francs, and so on. I will not go through this in detail. You see the list I have before me—I want to show you the book I have got, and which was given me as comprising all the interior rates of the Belgian State Railway. (*Handing book to Mr. Acworth.*)

42632. Fascicule 1B.—This is described as a standard scale rates table of terminal charges, special tariffs, and miscellaneous information, and that (which I am bound to say is a very moderate price) can be bought for 80 c.?—The price I do not know exactly.

42633. That is one of the thirty-four interior tariffs mentioned in the official list. I daresay you will take that from me. I will show you the list if you like?—I should like to see it.*

42634. You shall have it. And I may mention that some of these tariffs include various supplements—for example, that one you take there includes five supplements—I do not know whether they are attached?—There are a number of supplements.

42635. The one I spoke about as containing the distance tables includes twelve supplements?—Yes. You may remember when you asked me the question originally you merely asked me about the book of rates.

42636. I will tell you frankly the point of view from which I am asking this question. Assuming that there are these thirty-four different publications, many of them with supplements, and so on, in the first place it would be expensive to keep a library?—Yes.

42637. In the second place it would be practically impossible for anyone but an expert to extract the information when it was all printed before him—would you not agree with that?—No, I would not admit that at all. I do not claim for myself any extraordinary intelligence, and I had not very much difficulty, although I did not understand the language, in extracting the rates required.

42638. But surely by now you may consider yourself an expert on rates?—Not on foreign rates; I know a little about home rates.

42639. You would not put yourself in the same class as an average small farmer?—No.

42639A. Or as a local shopkeeper in Enniskillen or Strabane?—I do not know that.

42640. The ordinary shopkeeper, you would not suggest, could possibly, from that welter of information, even if he spent the money on the library, extract accurately the rate and challenge the railway company?—Oh, yes, I think so. I think it is so printed that it is quite easy to understand it.

42641. It? Not "it"—"they"; the thirty-four?—Yes.

42642. Now, then, of course a large part of the traffic of Belgium is not internal, but exchanged—exchanged with foreign countries?—International traffic I have not touched.

42643. International traffic—that is to say, traffic with England—is of supreme importance to Ireland, is it not?—In certain commodities.

42644. We have been told that all the manufactured goods come in, so that we may say most commodities?—Manufactured goods come from England

42645. We have been told that Ireland imports a very large quantity of manufactured goods from England?—Yes.

* A statement was subsequently furnished by the Witness relative to the 34 publications referred to. See Appendix No. 3.

42646. So that in a vast number of commodities not the internal rates of Ireland, but the through rates with England, would be important?—That I have not touched.

42647. Assuming you are correct in the point of view you have taken—that Ireland might have something like the thirty-four internal tariffs of Belgium—before the Irishman would be properly equipped he would need the exchange tariffs of England and Scotland too?—Yes.

42648. Now, I want to show you what the Belgian exchange tariffs are. They run up from number 35 up to number 144. If you take a particular country—take the exchange between Belgium on the one hand and Luxembourg and Germany on the other, the tariffs run in numbers from 41 to 55—that is twenty-five more tariffs—more publications. The first of them costs 60 c., the next costs 80 c., the next costs 80 c., the next fr. 1·20, the next fr. 3, the next fr. 1, and so on?—Yes.

42649. Now, you will agree with me that that would be beyond the resources of the Strabane farmer?—I am afraid you are leading me far beyond the matter upon which I came to give evidence. I am simply giving evidence on Irish interior rates as compared with Continental rates in each country. You are now going into international freights, which is a matter quite beyond the subject I investigated. I am not at all prepared to express any opinion upon that.

42650. I do not want your evidence, which ought to have weight attached to it, to carry something which you would not wish it to convey?—I am not aware that I have up to the present said anything which would lead anybody to believe that I was dealing with more than the interior traffic of each country.

42651. Then what I want to say is this. When you say that a Belgian, for an expenditure of—I think you said fr. 1.50?—I did not know—I assumed about 1*s.* 6*d.*

42652. We will put your case right from your point of view. When you said that for an expenditure of 80 c., or whatever it was, he could get all the internal tariffs, it was not quite accurate, because as I have shown, if he wanted to have a complete set it would be a lot more?—If you read the inscription on the face of the Rate Book I handed to you, you will find it conveys what I was told—that it is for the interior service of the State Railway and the relations with the private railways; is not that so?

42653. Yes?—Both ordinary and special tariffs.

42654. It says so?—Yes.

42655. But here is another official publication?—That is the document itself.

42656. So is this?—But that is the Rate Book itself.

42657. There is no question about this, which is also an official document; it explains that there are thirty-three other publications dealing with internal Belgian rates? May it not be, though, that it is exactly the same as in the case of France?—I bought a book which includes all the rates of France, sections of which are obtainable, for a few centimes. May the catalogue you have not be a list of sections, which would account for the difference between us?

42658. No, because that is described as fascicule 1B, and this is described as fascicule 1B, and has exactly the same heading, and that is only one out of the thirty-four. But we need not say more about the interior. Then it would be misunderstanding you if anybody thought you had implied that anything of this kind was available for anything beyond Belgian internal traffic?—Undoubtedly.

42659. Then I will not carry it any farther. I am bound to say I thought you went farther. I leave that entirely. I am not in the least wanting to question the great value of what you have given us, only I want it to go out to the public as accurately as possible. Now, if I may take another point entirely, I will take a particular inaccuracy. There is something here I think, which must have been a copyist's error, or something of that sort, in your tables. Have you numbered your tables?—Yes.*

42660. Have you numbered them through consecutively in pages?—No; can you give me the Comparison number?

42661. Take 8 B, will you?—Yes.

42662. They have been numbered consecutively throughout in my copy I have gone over several pages?—No, 8 B is for oatmeal, five-ton lots; I have that.

42663. Yes, oatmeal in five-ton lots. Look at the lines at the bottom—lowest percentage—rounded off?—Yes.

42664. The one put down there at the bottom as 32 ought to be lowest one in the column for France?—Undoubtedly.

42665. Just look down the column of France, and see if you can find any 32?—Thirty-six is the lowest.

Mr. Croker Barrington, Solicitor.—Could we have a copy of these tables in order to follow them?—They are new tables, I think.

Chairman.—Yes, certainly.

The Secretary.—Unfortunately there were only just as many copies sent to us as were required by the Commissioners.

Mr. Acworth.—I will pass you mine in half an hour's time, if you like, Mr. Barrington.

Mr. Croker Barrington, Solicitor.—When they are available, I daresay Mr. Shanahan will let us have them.*

Mr. Acworth.—Would you like to come and look over mine?

Mr. Croker Barrington, Solicitor.—No, thank you.

Witness.—That is apparently a typist's error.

42666. *Mr. Acworth.*—There is something much worse than a typist's error, because it is so constant. Look at Germany. The bottom of the page says—"Lowest percentage, 40"?—Yes.

42667. The lowest percentage that you will find is 45?—Yes, I see it. It is an obvious mistake. The percentages in the table above have been checked and re-checked, and they may be taken.

42668. Before this is printed I want to put this straight, because nobody can follow this mass of figures; the summaries will be what anybody would use. Do you see that Austria is given at 38?—Yes.

42669. The lowest figure is 44?—43·71.

42670. Yes—43·71?—I took any fraction from ·50 upwards as a unit in rounding off the percentages for purpose of analysis.

42671. Quite right. Hungary is given at 40?—A wrong analysis has possibly been placed at the foot of the table.

42672. I have not checked this mass myself, but there are four mistakes on that table alone?—That is on 8 B.

42673. If you look at 8 C there are four mistakes again, and they are all in one direction, I think?—8 C, you say, is also in the same way.

42674. 8 C has four mistakes?—Of the same kind?

42675. I think they are all the same. I will check them if you like, but I do not want to take up too much time. There is a 29, and the lowest I find is 34. There is a 37 for Germany, and the lowest I see is 43. There is a 31 for Austria, and the lowest I see is 36, and so on. They are all, I think, in one direction. Was it worked with a calculating machine, possibly?—No. This is simply an analysis of the percentages above, which latter are, I believe, correct. The analysis statements were prepared after the percentages had all been calculated. Subsequently, on checking the percentages, some corrections had to be made, and it is possible that these corrections were not carried into the analysis, or the figures of an analysis may have been misplaced inadvertently.

42676. At any rate, will you see that those are all checked?—Yes, certainly.

42677. I have got other pages, but I will not stop to deal with them. Obviously that would very materially mislead anybody basing his claims on it?—Undoubtedly.

42678. You will see that that gets put straight?—Oh, yes. It will take only a few minutes to do each one.

42679. Would it not tend to prevent error if you took the prevailing percentages?—The "prevailing percentage" only indicates the closest limits within which the greater number of percentages in a comparison occur.

42680. Have you checked that of your own knowledge; if so, I will accept it absolutely; but I have been told that the prevailing percentage is in some cases the lowest percentage?—The lowest?

42681. Yes?—The majority of percentages within the shortest range may sometimes come in the direction of the lowest percentage. It may sometimes go in the direction of the highest. I found it did in some cases go in the direction of the highest percentage. It varies.

42682. Would you mind satisfying yourself that those are accurate?—I will do that. I am very much obliged to you for drawing attention to the discrepancies.

Reliability of the comparative tables of rates submitted on behalf of the Department of Agriculture.

Oatmeal (5-ton lots and 10-ton lots)

Errors in the analyses.

* For complete copies of these percentage comparative tables of rates see Appendix No. 2.

Mar. 12, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Comparative tables of rates submitted on behalf of Department of Agriculture—*con.*

Rates for agricultural produce on Irish railways and the Continental tariffs compared.

42683. We both have the same object—to get it right?—These comparisons have been prepared under such a tremendous strain that I was quite prepared to find there were some inaccuracies.

42684. I am not throwing any blame on anyone; I am only trying to get the facts?—May I show this? It is a rough index of percentages. You will see bracketed there the prevailing percentages.

42685. I will tell you one thing. If I had it to do I should have made a great many more errors, I am quite sure of that. I do not know how far you want to draw inferences from these tables, or whether you prefer to leave that with us?—I would not attempt to draw any inference at all; I simply submit the figures.

42686. I do not know whether the Board of Agriculture would like to work out any figures. Apart from Ireland, there is a very strong impression that I get that on this table France comes out much better than Germany; France has much lower rates than Germany?—These percentages would indicate that throughout.

42687. Further still, more markedly, Holland comes out much better than Belgium?—Yes, in the majority of cases, speaking now from my recollection of the figures.

42688. I am very glad that your general impression confirms mine—that Germany comes out worse than France, and Belgium comes out worse than Holland, and they are comparable countries?—Holland and Denmark?

42689. Holland and Belgium?—Well, of course, Holland has got innumerable waterways.

42690. So has Belgium?—Not so many as Holland. Nearly every little farm has access by waterway or canal for small boats.

Result as regards France, Germany, Holland, and Belgium.

42691. But the fact is that the Dutch railways do carry at lower rates?—Yes.

42692. Of course, the Dutch railways suffer in competition with the Belgian from the fact that the Dutch have not any heavy coal and iron traffic like the Belgian?—I cannot say.

42693. But we know the fact that there is no coal in Holland, and there is coal in Belgium, and there is no iron in Holland, while there is in Belgium. You know that?—I know that.

42694. Similarly, we know that Germany has the advantage over France of having a much larger and more important mineral traffic?—I have not attempted any analysis of commodities at all.

42695. You know as a matter of fact that Germany is a much more important mineral country than France?—It is.

Some of the Dutch railways State owned, but privately worked.

42696. I do not want to take you further than that. Therefore, one might have thought that Germany ought to be able to give lower rates for agricultural produce than France?—I am not prepared to express any opinion at all on it.

42697. Nor would I ask you to express an opinion on the fact that the German railways are State railways, and the French are private, or on the fact that the Dutch railways are private and the Belgian railways are State?—Some of the Dutch railways are State-owned, but privately worked?

42698. Quite right, privately worked. I merely want to call attention to the fact, because a great deal of evidence has been given on the advantages of State ownership and of private lines. As far as these two pairs of countries are contrasted, it appears that the advantage is with the private lines—that they give lower rates to the public?—There is Denmark.

42699. I have not taken Denmark, but with regard to those two pairs that is so?—With those two, yes; that is apart altogether from the circumstances which may influence the rates, as to which I know nothing.

42700. Of course. We can neither of us afford time to write a book on State ownership here. Now, to come to Ireland, would you agree with me in the first place that the tables come out as showing that Ireland makes a more favourable comparison on the one-ton rate than on the five-ton or possibly on the ten-ton?—Yes.

Percentage of wagon load to total traffic on Continental railways.

42701. We know that on the Continent, especially in Germany and German-influenced countries, the whole tendency is to get the stuff into full truck-loads?—Yes.

42702. In Ireland, on the other hand, the normal rates, apart from special rates, allow the same rates for 3 cwt. as for 30 tons?—Not in Class C traffic—cereals, manures, and so on.

42703. Quite right; that would be two-ton lots?—I am speaking of the wagon-load; the same rate does not apply to a 3-cwt. consignment as to a 30-ton consignment.

Mr. Tatlow.—In Ireland there is no minimum for Class C.

42704. If we are talking of it as an ordinary class rate, if there is no minimum for Class C, which I have granted, if it is a class rate, the same rate applies for 3 cwt. as for 30 tons?—I misunderstood you—yes.

42705. Now, the bulk of the traffic, I suppose, in Ireland—the bulk of the number of consignments—are small consignments, is not that so?—I am not in a position to say that.

42706. I am not either, but we know, you and I, that in Germany pretty nearly everything goes in ten-ton lots?—They have a five-ton wagon rate.

42707. The vast proportion—more than 90 per cent.—goes in ten-ton lots. Perhaps I ought not to give evidence on it, but we know there is a vast proportion. However, is it not true to say that it is the one-ton rates which are of importance in Ireland, while it is the ten-ton rates which are of importance in Germany?—Do you mean relatively to the country?

42708. Yes; to the Irish people, with the Irish habits of consignment, it is the one-ton rates that are the important rates?—Not in commodities such as cereals, feeding stuffs, and artificial manures.

42709. But in the case of eggs and butter?—Perishable produce—yes.

42710. I forget what the others you have given are?—There is bacon.

42711. Yes?—And manufactured goods, such as woollen goods, boots and shoes.

42712. So that the point is, though one must not press it too far in either direction, that it is not quite fair to the Germans to say that their one-ton rates are about as high as the Irish, because the people do not use them. You follow what I mean?—The small consignor makes use of the common carrier in Germany, and gets an advantage; he has not to pay the full one-ton rate.

42713. Do not let us go into that—it is complicated. But it is fair to the Germans to say that it matters comparatively little to them what the one-ton rates are, because the bulk of the traffic never pays the one-ton rate, but the ten-ton rate?—That is so.

42714. On the other hand, it is fair to the Irish railways to say that the ten-ton rate being very high in comparison with Germany does not matter very much, because the bulk of the traffic does not use it?—I do not know what the ratio of the loading is in Ireland.

42715. I do not know either, but we may have a shrewd suspicion; we have all been in goods yards and seen what goes on?—I know that in milled stuff the wagon load is used to a considerable extent in Ireland.

42716. That is a special rate. Now, there are two other points I want to call your attention to. Just let me ask you this. You have taken out averages at the foot of the tables?—Averages?

42717. Well, prevailing rates?—Yes.

42718. Do you think—I am not suggesting it should be done—I am asking you because you have had some experience in this thing now—do you think it would be possible to get an average of the average rates all through, or something of that sort to carry it a little further?—I do not say anything at all about these figures beyond what is on the face of them; the analysis figures were given on the foot of the table to save the Commissioners trouble. I draw no deduction from them at all.

42719. My difficulty is this. You have done an enormous deal for us; you have reduced millions of figures to tens of thousands of figures, but I do not think I am competent to extract the average from the tens of thousands. Could not yourself carry it further, and tell us the impressions that you obtain from these figures. You have told us something about a comparison between Belgium and Holland—could not you tell us the impression it leaves on your mind?—I prefer to leave the figures to speak for themselves.

42720. I do not want to get the impression that the opponents of railways have, or the impression that

the railways have, but the impression made on an impartial person, because I do not feel competent to form my own judgment?—I have simply approached the matter from the official point of view. I have taken out certain figures which I find in certain books, and I have put them side by side in order that the Commissioners might draw their own deductions.

42721. I cannot press you further upon that. You have not an official impression?—No.

42722. I must not press you. Now I want to show you another point. Look at butter, which is No. 2, I think. It is page 10 in our numbers?—No. 2A—one-ton lots.

42723. Yes, 2A is the thing I want to call your attention to. There you have omitted Belgium?—For what sized consignment?

42724. 2B—Butter in five-ton lots?—Yes.

42725. Now, you do not mean to tell me that if I wanted to send five tons of butter in Belgium by slow transit, I should not be allowed to do so?—There is no special rate for five-ton lots in Belgium, neither is there one in Ireland; therefore I omitted a comparison between the two countries.

42726. But, forgive me, you have put in the Irish rates?—But I have left Belgium blank, so there is no comparison; we should simply have been repeating the percentages shown in Table 2A.

42727. But is it not fair to point out that Belgium does not give any advantage on 5-ton lots—that the Belgian farmer has to pay, like the Irish farmer, at the 1-ton rate?—I have done it as fairly as can be.

42728. What you have put down for the Irishman is what he would have to pay if he sent it?—If you think it will make the table more complete to include that comparison, I will do so.

42729. Does it not seem so to you?—If neither Ireland nor Belgium has a 5-ton rate for butter, I cannot see the force of the comparison.

42730. Look at your comparison at the bottom. Ireland, compared with France, is 36 per cent.?—That is the lowest percentage.

42731. And so on—I am keeping to the lowest all through. There is none of them in which the lowest is about 55 per cent. of the Irish rate?—That is for the lowest comparison.

42732. But if you put in Belgium, Belgium would be 55 to 87?—No, that is the comparison of the 1-ton rate in both countries.

42733. But you are repeating the Irish 5-ton rate as the 1-ton rate?—For comparison with countries that have a 5-ton rate.

42734. But I want you to repeat it for Belgium too, because then Belgium would show high. The point is that it is not fair, because it does not bring out the fact that in Belgium——?—One moment. I think it would occur to anybody to look back, and see what the comparison was on the 1-ton lots.

42735. Will you look on to 2c?—Yes.

42736. There are only three countries out of the seven that give a 10-ton rate?—Yes.

42737. Look at the result. It appears that Ireland contrasts with other countries on the basis of 47 per cent., 33 per cent., and 42 per cent.?—47 per cent. in the case of Germany.

42738. Yes, and 33 and 42 per cent. But now, if I brought forward the comparisons from the other ones, Belgium would bring that up to 55, France would not alter it very much, Holland would come in at 33, and Hungary at 55 per cent.?—Do you think it would be more acceptable if I repeated the figures, and carried them forward from table to table?

42739. I will write in those two blanks——

Mr. Sexton.—A different rate for a different lot?

Mr. Acworth.—No, the rate that would be applicable for a 10-ton lot in that country.

Mr. Sexton.—What country?

Mr. Acworth.—Hungary, or whatever country it may be.

Mr. Sexton.—In Hungary there is no 10-ton rate.

42740. *Mr. Acworth.*—Nor is there in Ireland. I think my friend Mr. Sexton will not disagree with me in this. The Irish rate given in the first column of 2c is the rate you would have to pay for ten tons?—Yes.

42741. It is not the rate that is put in as the 10-ton rate, but it is the rate that would be applicable?—The rate that would be applicable.

42742. Similarly these rates that I am suggesting should be put in—Belgium 55 and Hungary 55—are also the rates that would be applicable, because there is not a special rate made for a 10-ton lot?—Yes.

42743. Would you mind noting in your mind, or on your table, that we have now got in 55 in the case of Belgium and 55 in the case of Hungary?—What you want me to do is to carry these rates forward?

42744. Just put it in for a moment for yourself, in light pencil, and I will ask you a question on it?—Yes.

42745. Ten-ton lots?—And the 1-ton comparison for Belgium comes forward?

42746. Yes, and the 5-ton comparison for Hungary comes forward. Take it that in the case of Germany it is 55?—Yes; for France 36 comes forward from the 5-ton comparison.

42747. If you are going to take them all in, yes?—Yes, take them all in.

42748. And Holland comes in at 33. Now, then, we have got it. Have you taken those down?—I have brought them forward, I think, correctly.

42749. Now, I want to ask you this question. In the one case, as you had it printed, the comparison read, for the three countries that were given, 47, 33, 42?—Yes.

42750. As I have suggested revising it, the comparison reads, 36, 55, 47, 33, 33, 42, 55?—Yes.

42751. Whereas it appeared before from your table that there was no country where the rate was more than 47 per cent., it now appears that there are two countries where the rate is 55 per cent.?—No, I do not think my table conveyed that at all.

42752. Please do not think I am suggesting that your table had any wrong intention; but does it not seem to you that that conveys a somewhat different impression?—I do not think so.

42753. Of course we could work it out with your explanation, but would not a mere glance at the table as now readjusted convey a different impression to your mind?—On the face of that comparison 2c, I state that it is shown explicitly that in France and Holland there is no rate for a 10-ton lot, nor in Hungary, and I have the columns blank in the table itself. I do not know that I could have made it plainer.

Mr. Tatlow.—Might I suggest that it should have said also that in Ireland there was no rate?

Chairman.—Quite so—otherwise the column should be omitted altogether.

42754. *Mr. Acworth.*—Mr. Tatlow is not quite satisfied, and the Chairman has made a suggestion?—I will have the figures inserted, and carry them forward in the table.

42755. You can settle it with the Secretary, because of course nobody here can go into these things in detail. Only one other thing. Just let us take an instance, and let me show you what I mean?—May I take it that that is with regard to all the tables where such blanks occur—that the Commission would like that the figures should be carried forward from the lowest tariff?

Chairman.—I think so.

Mr. Sexton.—We must discuss the figures. I consider the figures are clear as they stand, and unless the suggested alteration is justified by further argument, I shall object to it.

Mr. Acworth.—The figures are absolutely clear to anybody reading them carefully.

Mr. Sexton.—Then why not read them carefully?

42756. *Mr. Acworth.*—I would trust you and myself to do so, but I would not trust "the other fellow." Now take 3A—bacon, 1-ton lots—lowest rate, 2*s.* 3*d.*?—Yes.

42757. Highest rate, 5*s.*?—Yes.

42758. Check that with the first country with which it compares. Compared with the 5*s.* rate, the French rate would be only 55 per cent.?—Yes.

42759. On the other hand, compared with the 2*s.* 3*d.* rate, the French rate would be nearly double? It would be 177 per cent.?—121.52.

42760. I am reading from your own figure at the bottom, which says 177?—I beg your pardon.

42761. I beg your pardon—that is another rate. You are more right than I am. It ought to be that the French rate would be 122 per cent.?—Yes.

42762. Now one is correct, I suppose, in assuming that the 2*s.* 3*d.* is a special rate?—Yes.

42763. Whether the 5*s.* rate is a special rate or a class rate I do not know?—The detailed tables would show.

Comparative tables of rates submitted on behalf of Department of Agriculture—*con.*

Errors in the analyses.

Suggested additions to the percentage tables.

Rates for bacon.

Irish and French compared.

Mar. 12, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Comparative tables of rates submitted by the Department of Agriculture—*con.*

42764. Probably it is a class rate?—Yes, probably.

42765. We may safely assume that the special rates are given where there is a considerable traffic?—I do not know what the circumstance is that may influence it—it may be competition ; it may be considerable traffic.

42766. Special rates are given where it is worth somebody's while to get them—let us put it that way—they are given where somebody asks for them. They do not grow of themselves. The class rates grow ; they are put in as a matter of course?—The class rates, yes.

42767. They are put in whether there would be any traffic or not?—Yes.

The method of compilation of the tables.

42768. The special rates are put in where there is, or is expected to be, some traffic worth consideration. Would not that entitle us to say that the special rate is probably more important in reference to the traffic that is affected than the class rate?—More important from what point of view?

Difficulty of distinguishing between nominal and actual working rates.

42769. Probably where there is an important traffic, it goes at a special rate?—Where there is a considerable traffic.

42770. Where there is not a considerable traffic probably nothing is in the book but the class rate—where there is an inconsiderable traffic?—I ought perhaps to explain that with regard to the stations selected for comparison, I endeavoured to take out pairs of stations between which traffic in bacon, or whatever the commodity might be, would actually pass. I did not take, for instance, two stations between which bacon never would pass in the ordinary course of business.

The stations selected for comparison.

42771. But you agree with me that that 5*s.* probably would be a class rate?—Yes.

42772. If that station which was a potential bacon centre had important traffic, it very likely would have got a special rate?—The railway companies could best answer that question.

42773. I cannot say it would have got, but it would have tended to get, a special rate?—It ought to have got it.

42774. Would you not agree with me in this. Take down those two figures. The French traffic pays 55 per cent. of the rate if it is 5*s.*, or in other words, to put it in a simpler form, the 5*s.* is a lot above the average French rate?—Yes.

42775. While the 2*s.* 3*d.* is a good deal below the average French rate?—Yes.

42776. What I want to put to you is this—that we may be pretty certain that the traffic that goes at 2*s.* 3*d.* is more important than the traffic that goes at 5*s.*—more important in quantity?—Very likely it is.

The Irish railway companies alone able to furnish details of actual traffic.

42777. I am wanting to make your tables as useful as they can be made. It would not be fair to use this as a mere bald statistic, and assume that the 55 per cent. is as important as the 121?—As regards the relative importance I do not know that anybody would be able to give you the slightest evidence of any use excepting the railway companies themselves.

42778. I agree, and I do not think they can give us much. But if they were to say, "We claim that the fact that our special rate is only 55 per cent. of the French rate, even though our class rate be 121 per cent., shows that on the whole bacon in 1-ton lots is carried lower than in France," it would be a fairly reasonable claim?—I think what would be more convincing still would be if the railway companies took the Irish stations which have been used in this comparison, and gave a return showing the comparison between the bulk of traffic passed at 5*s.* and the bulk of traffic passed at 2*s.* 3*d.* I think that would be more valuable still, and that is information which they only can give.

Comparative tables which the companies might with advantage prepare.

42779. I quite agree. I daresay Mr. Tatlow caught the suggestion. It does seem to me that it would be of great value. But on these figures we ought, I think, to go as far as to appreciate that the highest of the Irish rates is not likely to carry as big a volume of traffic as the lowest of the rates. I think we must agree on that?—I agree.

42780. And therefore, in estimating the effect on Irish trade of these rates, we must appreciate that the low rates—I will put it in this way—are more important in actual traffic—in the volume of traffic that they affect—than the high rates?—I am not prepared to say.

42781. Nor am I?—I do not know that anybody could express an opinion upon that except the man who is able to prepare the statistics of the actual volume of traffic carried.

42782. But the worst of it is that he will prepare the statistics to prove it, do not you see? This is a large number. It is an inference from a very large number, and it ought to be true generally. The difficulty, it seems to me, is that if the railways produced cases, anybody might say, "Yes, you have selected cases where they prove your point." That is what I should say to them if I were trying to break down their case?—If you take bacon, there are certain known centres for bacon-curing in Ireland, and where rates were shown for a given distance, between point and point, I, in my comparison, brought in as many as I could, and, in taking five pairs of stations, eight miles apart, between which that traffic was likely to pass, I found that the highest rate was 5*s.* I know nothing whatever as to the volume of traffic that passes at each rate, but I think it is quite possible that the railway companies could give that information.

42783. I do not think you and I can carry it further now. If the railway companies think comparison should be made between certain stations, you will be able to help us as to whether you consider them good stations for the purpose of fair comparison?—The stations I have taken are contained in detailed lists, which I have been authorised by the Department to say will be open to the inspection of the railway companies or any member of the public interested in the inquiry, so long as the Commission is sitting.

42784. If you make available to the railway companies the stations that have seemed to you comparable, and they compare others, you will be able to help us by asking them were they justified in doing it, and between us perhaps we may get something that will help us?—I hope to have finished with the Commission by the time I have given this evidence.

42785. No, I think we have got so much help from you that we shall not let you go yet. I think that is all I want to ask. I am very much obliged to you, Mr. MacNulty.

Examined by Mr. Sexton.

42786. You must be fatigued with detail, and I shall try to mitigate the pressure by putting a few general questions. Have you followed the course of the evidence?—No, I have not had time to read it.

42787. But you are acquainted, perhaps, with the general drift of it?—No, I cannot even say that.

42788. I may say that the general trend of the evidence so far has been to show that Irish agricultural and industrial interests are injured by the relative excess of the interior rates in Ireland over the import rates into Ireland. You appreciate the argument?—Yes, I appreciate the argument..

42789. Have you made any comparison of rates that would throw light upon that evidence?—In compliance with the request made about a fortnight ago by the Commission, the Department has been collecting some information on that subject. Unfortunately, it was not quite complete when I left Dublin last night, but I hope to have the statements to-morrow morning, and will submit them.

42790. You hope to have statements which will indicate the best comparison you can make as to the relative incidence of import rates from Great Britain into Ireland and of inland rates—interior rates—upon the same commodities under like conditions in Ireland?—Yes, that is, I believe, one of the heads under which the return will be made.

42791. Another great head of complaint has been that the agricultural interests of Ireland are damaged and prejudiced by the relative excess of the export rates from Ireland to Great Britain over the export rates from Continental countries to Great Britain—that the Irish output is restricted and Continental trade developed by that disparity. Have you made any comparisons to throw light upon that part of the case?—Yes, I believe a comparison is in course of preparation. That is the second one, I think, the Commission asked for—the second special comparison.

42792. Of course the rates from Irish points of despatch to English markets are easily found—the through rates?—Yes.

42793. But through rates from Continental points of despatch to the English markets are not so easily found?—No, we have had to send men across to the ports to get the information.

42794. What is the comparison you will make on the Continental side—from the Continental point of despatch to the British market, or from the Continental port?—From the Continental port.

42795. Of course the comparisons which are most valuable in these cases are comparisons between rates which in the actual course of traffic do compete?—Yes.

42796. Your comparisons are interesting and important as showing the relative cheapness or dearness of transit in Ireland and in Continental countries, but a comparison closer to the point would be one between are rates at which manufactured goods are carried into Ireland, and the interior rates upon such goods in Ireland, and, on the other hand, between the rates at which food products are carried from the Continent to Great Britain and from Ireland to Great Britain?—Yes, the latter are important, but I think in a country like Ireland the internal rates are the more important of the two, especially on things like cereals, grain milled in the country, and feeding stuffs.

42797. Bacon?—Yes—produce carried within the country itself.

42798. The export rates are chiefly important in their bearing upon agricultural produce, but the internal rates are important not only as regards agricultural produce but also manufactured goods?—Yes, some of them.

42799. I hope that without any excessive labour you will be able to give us some methodised comparison which will enable us to test the two classes of rates upon the basis I have tried to define?—We have endeavoured to tabulate them so that the relative figures may be seen without much trouble.

42800. A question arose in the course of the inquiry as to whether the special rates upon the French State lines were lower than the special rates upon the private lines in France. You were able to give evidence that the tariff is lower upon the State lines, normally, than upon private lines in France?—Yes.

42801. It was then suggested that possibly the special tariffs might be lower upon the private lines?—Yes.

42802. But it was argued that if the normal tariffs are lower upon the State lines than upon the private lines, it is reasonable to infer that the special tariffs would be lower upon the State lines?—Yes.

42803. You promised that you would make some inquiry?—I have some figures in connection with the subject, but if you would postpone the question until after luncheon, I may be able to submit the actual figures. I do not know that I have them here just now.

42804. *Mr. Acworth.*—Might I suggest that it would be useful if you could give, without any difficulty, at the same time, what I expect will probably be the best answer—the average rate per kilometre ton upon the different railways?—I have only the normal rates per kilometre ton.

42805. The average rate upon what had been actually carried?—No.

42806. You can get it, of course?—I have not gone into the statistics at all.

42807. *Mr. Sexton.*—Lest the subject may escape through inadvertence, may I ask you whether your inquiry has confirmed your impression that the further special tariffs, as well as the normal tariffs, upon the French State lines are lower than upon the private lines?—Generally I think they are; I cannot say what the difference is now.

42808. That is your general impression?—Yes. I brought the figures with me, but they are not before me just now.

42809. There was a question also, which I am anxious to clear up, about the control of the alteration—which, I suppose, means the reduction—of rates in France. Any public body interested in traffic may initiate a movement for the reduction of a rate?—Any public body?

42810. Yes. Their proposal is referred to the company?—Yes, I presume that would be the ordinary course of procedure.

42811. It was suggested that unless the company concurred in the reduction the rate would not be reduced?—Well, I do not quite know that I read it in that way, because the fact is that the Minister may cancel a rate—he cannot reduce, but he may cancel a rate in existence.

42812. You said, I think, that the companies generally work amicably with the Minister?—Yes.

42813. Is it not the fact that for many years the Ministerial assent to a rate in France has been conditional?—Yes.

42814. And may be revoked?—Yes.

42815. At the will of the Minister?—Yes, but before a rate is cancelled, as a rule, an inquiry is held at which the parties interested are permitted to submit arguments.

42816. But the matter rests with the discretion of the Minister?—Yes.

42817. Now, if a company, in the opinion of the Minister, unreasonably oppose a proposal for the reduction of a rate, the Minister might withdraw his conditional assent to the existing rate?—Yes.

42818. It was said, of course, that if that were a special rate the company would be remitted to the rate in the normal tariff, but would that be so? A special tariff has a structure, and conditions; surely the company could not import into a special tariff a rate out of another tariff without leave of the Minister?—As I read the authority on it—M. Colson, who is supposed to be the best authority—no rate can be used as a working rate without the Minister's approval.

42819. Nor can a rate be transferred from a normal to a special tariff?—No.

42820. Then the maximum rate—what is called the maximum rate—is not a rate; it is a limit beyond which a rate must not pass?—So I read it.

42821. It is not a working rate?—It is not a working rate.

42822. Therefore, if the Minister withdrew his assent to the working rate, the company would not be in a position to fall back upon the maximum and change that?—No.

Mr. Acworth.—What would it be able to charge?

42823. *Mr. Sexton.*—That is what I want to know. I submit that if the Minister withdraws his assent to the existing rate the company have no rate to work upon, and will be obliged to come to what you call an amicable arrangement with the Minister?—That would seem to be the only alternative. Of course I am not a legal authority.

42824. I am taking your evidence as you gave it before?—I gave the evidence as I had the matter contained in the translation of M. Colson's Book on French Railways.

42825. It would appear, then, that even in France, the Minister has the rates under practical control, and may constrain the reduction of a rate?—Yes, it would seem that he has them under his control.

42826. Now, these systems which you have examined relate to seven different countries?—Yes.

42827. There is a general resemblance between them—the resemblance between them is much more striking than the difference? They resemble each other in matters of principle, and differ in matters of detail?—Well, in principle, Germany, I think, differs from the others in this—that the rates are not reduced in ratio to distance in the same proportion as in other countries. The policy appears to be to give each district the benefit of its geographical position.

42828. In Germany?—In Germany, and it is observable in some rates also in Austria, but not in others.

42829. But I may suggest several main heads in which they resemble each other—namely, for instance, highest rate for express speed lower rate for quick goods speed, still lower rate for slow goods speed; then special tariffs at lower rates for particular classes of goods and for certain classes of transit?—Yes.

42830. These prevail throughout the different countries?—Yes.

42831. Also special parcels and small goods rates?—Yes.

42832. Now, the various countries, acting independently of each other, have built up these systems which have what I may call a family resemblance to each other?—Yes, interchange of traffic has probably obliged them to do it.

42833. That would appear to suggest that the communities in these countries have found that these

Mar. 12, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

Procedure as to alterations in rates on French railways.

Discretionary power of the Minister of Public Works.

Similarity of the procedure in other Continental countries.

Germany an exception;

and, to some extent, Austria.

Effect of the interchange of traffic in harmonising Continental railway arrangements.

Mar. 12, 1908.

Mr. Philip MacNulty, Transit Inspector, Department of Agriculture.

systems suit their needs?—Yes, I presume the system of rates would not obtain if it did not meet the requirements of the country.

42834. Not in self-governing countries at any rate—not in communities where the people have the power?—That is entering into politics.

42835. Is it not self-evident that where the community have means of impressing their opinion upon the Government, their opinion would prevail—that is what you have said, really?—Yes.

Public control of railway rates.

42836. And if any rate is found to be excessive, or if any rule or condition is found to be irksome, the people interested have a ready mode of obtaining attention to it by reference to the Minister who acts on behalf of the Government?—Yes.

42837. A very different thing from waiting for a half-yearly meeting of shareholders?—Of course, the shareholders do not control the railway rates.

Its advantages compared with the system in this country.

42838. No—a very different thing from waiting for an Act of Parliament, or for the jurisdiction of such a Court as the Railway Commission, which, I suppose, will not touch a rate at all unless it is above the maximum, or above what it was in 1892. I suggest that the means of procuring attention is much more ready and effective on the Continent?—Yes, it appears so from the published regulations.

42839. I think we have it, then, that the public agent—the Minister representing the Government—does control, of course, the rates on the State railways and does control, in effect, the rates on the private railways?—The power of suppression of rates gives control. You speak of France?

Government control of French rates extends to private railways.

42840. Well, France appeared to be most questioned. I think we agree about France, and in the other cases there is no question that the Government does control the rates?—Yes, through the Minister.

42841. Does the Minister in those Continental countries control the rules and conditions of the traffic as well as the rates?—Yes, they have to be approved of by him.

42842. So that, if fault is found with one rule or another, or one condition or another, which we find in these elaborate systems, the reply is that the public have the means of appealing to the Minister, and that the Minister may modify, cancel, repeal, or overrule any irksome condition?—In France, he can withhold his approval, or may cancel.

42843. No doubt, in any other country where general State control prevails, rules and conditions may be altered, just as any rate, if found to be unsuitable, may be altered. The public authority will have some means of cancelling or altering it?—Yes.

The Continental system of publishing rates and conditions of transit.

42844. Now, a very characteristic feature of all these Continental systems is the full publicity attached to every detail of rule as well as of rate?—Yes, it is very striking.

42845. My friend, Mr. Acworth, has rather suggested that a trader on the Continent, in order to obtain sufficient information of what concerns him, would have to invest in a library, and would need great intellectual acumen in order to discover what his interest required. Did you in your travels hear of anything of that kind?—No, the extent of his library would depend very largely upon the extent of his business.

42846. You have conferred, no doubt, with traders, with Ministers, and with officials?—Not with traders.

42847. Well, with Ministers and officials—experts in the countries you have visited. Did you hear from any of them that traders have any difficulty in ascertaining their rights and obligations under these systems?—No. On the other hand, I was told that every document was for sale—that every member of the public could obtain it by paying the price marked upon it.

Enables the public to get full information readily.

42848. Can you confirm the impression I have derived from your evidence—that these Continental systems are drawn up very plainly, with great precision and clearness?—Yes.

42849. There may be a plurality of books or manuals in a country, but is it probable that any particular trader would find one book sufficient for his traffic?—Yes, as I have said, the number of books he would have to purchase would depend very much upon the extent of his business.

42850. If you want to learn a rate, you have not to travel over the country to some particular station, and there disinter a rate from the depths of some booking office; you buy a book for a few centimes, or, at the outside, a few francs?—Yes.

42851. And there you learn not only what rate you have to pay, but under what conditions in every contingency your traffic is to be carried—what are the respective obligations and rights of the railway and of the trader?—Yes, as a rule these traffic regulations are published in a separate volume.

42852. If a man is engaged in trade, surely it matters little to him whether a few centimes or a few francs have to be paid for his permanent guidance as to what he has to pay for transit?—Not at all.

42853. And if he has to refer to more than one book, the difficulty is not increased, it only takes a little more time?—Yes.

42854. Now, I would ask you whether the first great advantage of this publicity which is a primary rule in all the great Continental systems, is to prevent exaction. Every man knows just what he ought to pay; he can calculate it, he can ascertain it, and no railway can with impunity demand a franc or a mark more than the laws allow?—If he provides himself with a published rate book, he is enabled to check the calculations.

42855. A somewhat derisory criticism is sometimes applied to the Continental method of making a separate charge for one small service or another, but it has this advantage, I submit, that the trader knows what he is paying for each part of the service, instead of lumping the whole thing, as in Ireland, into what is called a rate, which few, if any, people can analyse?—It has that advantage—that he is able to analyse the rate himself; he knows what he is paying for, and the exact amount paid for each service.

42856. So that exaction is impossible; but in Ireland you have one figure given which is called a "rate," but which includes numerous heads and items, as to which we learn from the evidence that the trader does not know what he is being charged for?—Under the law, of course, the company will segregate the rate for the public.

42857. I am speaking of the ordinary experience of the trader who receives his delivery note or account, upon which is a figure which may or may not include collection, or delivery, or one service or another, so that he really is at a loss to know what he is paying for. That difficulty can never arise on the Continent?—No.

42858. The second great feature of this publicity, as I submit to you, is that it renders undue preference very difficult?—Yes, so they say in each of the countries. I made particular inquiries with regard to that, and I was assured that this publicity of rates rendered it impossible for the railways to give undue preference.

42859. Where very few people know what is the proper rate, it is easier to give undue preference to an individual than where everybody knows what ought to be done?—Yes.

42860. That is a great advantage?—It is.

42861. Does it appear to you that these systems are drawn up with as much care for the information and interest of the public as for the interest of the railway administration or company, as the case may be?—Yes, they appear to be for mutual information.

42862. You have cited many provisions as to alternative tariffs, Soudure tariffs and so forth, which shows that nothing is left out of these systems which could inform the trader of his rights?—No, there appears to be full publicity.

42863. There are two matters to which I would refer—one as to provision in case of loss or damage. We know that in France there is a law under which the company—or the administration, I suppose—are forbidden to contract themselves in any manner or form, whether public or private, out of liability for loss or damage inflicted upon a trader?—Yes.

42864. Now, there are four heads, I think, of loss—there is total loss, there is delay in transit, there is diminution of the bulk of goods, and there is damage to the goods?—Yes.

42865. On the Continent they pay for total loss?—Yes, they pay for total loss. In France the company may, under a special tariff, limit the amount for which it will be liable.

42866. Yes, if they carry the traffic at a specially low rate they may claim consideration by limiting the compensation in case of loss?—Yes.

42867. In fact, it is I believe a proportion of the freight as a rule?—Well, I have not the figures; I do not know exactly the ratio.

42868. To what head are you referring now—to total loss?—I am referring generally to the conditions of liability attaching to a special rate. If the company lost the goods altogether, and if they carried them at a special rate, and that rate limited their liability, they would only pay up to the extent of that liability.

42869. But if there is a grave fault found against the carrier, all such stipulations disappear?—Yes.

42870. He has to make full compensation?—Full compensation.

42871. In every case?—Yes, so I read it.

42872. To avoid paying that full compensation he must prove—and the onus I think is thrown on him—that that damage arose from the nature of the goods, or from superior force, or from fault of the consignor?—Yes.

42873. As you said on the last occasion of giving evidence, the liability follows the blame, and if the carrier is to blame, or rather if he cannot prove that the blame or cause lay outside him, he has to pay compensation?—Yes.

42874. Then in cases of delay in transit there are elaborate provisions for compensation?—Yes.

42875. There appears to be a great advantage in the specification of times during which the transit must be completed—they may appear to be rather long sometimes, but it is an advantage to have these times stated beyond which compensation for delay must be paid?—Yes.

42876. They define the right of the consignor?—Yes. It is usual in France now to extend the time allowed for transit when a lower rate is given. The time limit is extended as the rate is reduced.

42877. In other words, postponing the time at which he would have to pay compensation—prolonging the period of carriage?—Yes.

42878. Then for diminution of goods also compensation must be paid, unless the carrier can show that such diminution arose from the nature of the goods?—Yes.

42879. And for damage to goods the amount of the damage has to be made good?—Yes.

42880. Does it appear to you that these provisions—which resemble each other very much in these different countries—travel along the general lines of equity?—Well, yes.

42881. And the carrier, it is important to note, has the onus of proof cast upon him?—Yes.

42882. Unless he can show that the damage in any case arose from the nature of the goods, for which he is not responsible, or from superior force by which his will is overborne, of from the fault of the consignor, he is bound to make good the loss?—Yes.

42883. I wish we had such a system in Ireland. Now, another main head. You have spoken of and described the special tariffs for interior, for import, and for export traffic?—Yes.

42884. You have given attention to the commodities which are the subjects of these special tariffs?—Yes, selected commodities—not an exhaustive list in every instance.

42885. Do the special interior tariffs confer benefit upon agricultural and manufacturing industries in the different countries by conveying at low rates agricultural produce, and requisites and raw materials for manufacture?—Yes.

42886. They do?—They do.

42887. Do the import tariffs give favourable terms for the introduction of raw material?—Generally speaking, yes.

42888. Do the export tariffs facilitate reaching external markets for the produce of the country—agricultural and industrial?—Yes, they are apparently so framed.

42889. *Mr. Acworth.*—There was one point I did not ask you about. I notice that your comparisons for butter, eggs, and bacon are with what you call the slow-transit rates?—Yes.

42890. Now, speaking broadly, and omitting details of different countries, it is, roughly, true that the Continental system is that there is a quick transit at double the rates of the slow transit?—Generally, but that does not apply to food tariffs. For instance, in Denmark perishable traffic is carried by fast train at slow-transit rates.

42891. And in Germany certain traffic pays four times as much and so on? Yes.

42892. But, broadly, there is, as my friend, Mr. Sexton, has very truly put to you, a considerable similarity right through the Continent. England is an island, and the rest of the Continent tends very much to run on the same lines. There are big differences, I admit, but still there is considerable similarity?—Yes.

Transit rates for quick and slow traffic.

42893. Taking all Europe, it is, roughly, true that the quick transit traffic pays double rates?—Yes, that is a general principle.

42894. Of course, your comparison being based on the slow rates, if you compared the Irish butter rate, say, with the quick transit rate, you would have to double the percentages?—Not necessarily; because butter comes into the food products, which get certain advantages.

Exceptional treatment for food products.

42895. Quite true, but it would have to go up a good deal, and in some cases double. I do not want to take it too far. I do not know whether you can tell us whether, as a matter of fact, a good deal of this stuff does not go by quick transit?—In Ireland?

42896. In the foreign countries?—I do not know the ratio of traffic carried by quick and slow traffic.

Relative speed of Continental and British goods services.

42897. I will not take you a bit further than this. I think the point ought to be called attention to. It is a commonplace to assert—with what accuracy I would not like to say—that in the British Isles, the normal carriage of traffic is very much quicker?—I do not know.

42898. We have often heard it asserted?—Yes.

42899. If it be true—there is no doubt where the railway companies will differ from you—that the traffic at ordinary goods rates is so quick in the United Kingdom that this perishable traffic does go at ordinary rates, and if it be shown that the slow transit is so slow on the Continent that the butter cannot use it, and has to pay the higher rates, it will upset the percentages?—Undoubtedly. I have compared only goods train transit with goods train transit.

The compilation of the comparative rates tables submitted by the Department of Agriculture.

42900. *Mr. Sexton.*—I have not been able yet to examine the comparisons handed in to-day, but I wish to ask you some questions upon the comparisons previously delivered. These comparisons, I take it, have been impartially and carefully made?—Yes. They have been made only with regard to the transit of actual traffic, so far as we could ascertain what it was: that is, points were taken between which the traffic in the particular commodity was likely to arise.

42901. The comparisons are not speculative; they are not made in an abstract way, but they represent the actual traffic?—The actual traffic. As to the bulk of that traffic, I am not able to speak.

42902. Considering the questions which have been asked, I wish to ascertain your method. You take certain pairs of stations in Ireland, certain distances from each other, and you compare them with the same number of pairs of stations in each Continental country at the same distance from each other?—Yes.

Districts selected in which most traffic exists.

42903. You take the districts in which the traffic most exists?—Yes. Allow me to correct one point. You put it that I compared the rates existing in Ireland between certain pairs of stations with the rates between certain pairs of stations on the Continent. I did not compare rates between pairs of stations on the Continent, but I compared the rates for like distances under the general mileage scales—scales of general application to the whole country.

42904. That is a good comparison for practical purposes?—I take it to be so. I avoided comparing with Continental rates between point and point where I did not exactly understand the conditions under which those rates were issued.

42905. *Chairman.*—You have taken the mileage in scales?—Yes. There are some point to point rates, but I did not use those, because I did not understand the conditions.

42906. *Mr. Sexton.*—For each pair or pairs of stations at each distance you took the lowest rate and the highest rate?—Yes.

42907. Which you found to be actually levied on the traffic?—Yes.

The suggested additions to the tables (Q. 42754)

42908. What do you say as to the point which has been made, that the comparison of five tons and ten tons rates on the Continent with the Irish rates requires to be supplemented? You take the actual rates which are charged the actual traffic in Ireland, and you compare that with the actual rates available on the Continent for lots of different magnitudes?—Well, I think that is rather a small detail.

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It is merely a question of saving the trouble of looking back from the ten ton comparisons to the five ton, or from the five ton to the one ton. However, if it is considered more satisfactory to have the percentages carried forward, I will show the figures with pleasure.

42909. The Irish rates represent what is actually charged for the traffic as it goes?—Yes.

42910. And you compare on different sheets with that the rates actually charged for lots of different magnitude on the Continent?—Yes.

Continental traffic usually sent in large consignments: which renders competition by Irish goods more difficult.

42911. It has been suggested to you that consignments from the Continent are usually in the larger lots?—Yes.

42912. I suppose they are?—They are, usually.

42913. If that be so does it not, apart from technicality, make the case worse for Ireland? I mean, supposing the Irish traffic is consigned in small lots and the Continental traffic is mostly consigned to Great Britain, we will say, in five or ten ton lots, does not that make the comparison more disadvantageous to Ireland?—I would not like to express any opinion at all on that.

42914. It is carried at lower rates from the Continent?—It is carried at lower rates from the Continent.

42915. We will put it in this way: the more traffic is sent from the Continent in ten ton and five ton lots the more difficult it is for Ireland to get to the British market if its traffic is consigned in smaller quantities?—Yes.

The analyses of rates (Continental and Irish).

42916. As to errors. I think you maintain that the figures which represent the actual calculations are correct?—They have been checked and re-checked. With regard to these errors that have been pointed out in the analysis—which are very obvious—I really cannot explain for the moment how they have crept in.

42917. It did not occur to me as I followed the corrections that they materially affected the comparisons?—No.

The errors do not affect the percentage calculations.

42918. One figure or another was altered by a few points?—The prevailing, I believe, is really the important figure.

42919. As to the analysis at the bottom of the page, the accuracy of that depends on the accuracy of the eye in looking down the column?—Yes. There are no calculations at all in the analysis at the foot of the page.

42920. And, therefore, an error might easily have crept in?—Yes. It is simply the figures above, put out under their headings—forties, fifties, and sixties, and so on—and brought down here.

42921. The lowest and the highest rates in the analysis are of no great importance?—Except as indicating the ratio between highest and lowest rates in Ireland.

42922. They are only one rate each?—The vital matter is the prevailing.

The prevailing rates in the comparative tables the most important figures to be considered.

42923. You take the total number of rates in each column, and you have found between what figures the greater number of these rates varied?—Yes; taking into account the number of pairs of stations between which each percentage applied.

42924. Therefore, the "prevailing" rates in the bottom of the analysis represent the actual greater number of rates in force in each country, as shown in the column above?—Yes; any person can check the analysis by the figures above.

42925. What I think of vital importance is to consider these prevailing rates on the Continent by the light of the actual traffic from the Continent to Great Britain in some of the leading commodities. Take the rate for eggs, Table 1A. Denmark does a great trade in eggs with Great Britain?—Yes.

42926. Belgium, Germany, and France also efficiently compete. You give the prevailing rates for the interior traffic—are they higher than rates to the ports?—The export rate may be a percentage lower.

These rates for interior traffic higher than the export rates.

42927. The rates you give are not export rates?—They are not export rates; they are the interior rates of each country.

42928. Then, if you gave the export rates the comparison would be still more unfavourable to Ireland?—Yes; the comparison may possibly be up to 10 per cent. less.

42929. *Chairman.*—They are all less?—They are all less.

42930. And, therefore, it must be as Mr. Sexton says?—Yes.

42931. *Mr. Sexton.*—There is a set of rates in each of these countries the comparison of which, with Irish rates, would be still more unfavourable to Ireland, namely, the low export rates?—Yes; except for Denmark, which does not show any export rates.

42932. But taking these rates as given, what are the prevailing rates for egg traffic in Denmark as compared with the Irish rates?—In Denmark, for one-ton lots, 40 to 55 per cent. of the Irish rates, for distance extending from 12 to 190 miles, the comparison having been made with fifty two pairs of Irish stations.

42933. I simply want the percentages?—40 to 55 per cent. for Denmark, for one ton.

42934. The Danish rates taken for comparison are only from 40 to 55 per cent. of the corresponding Irish rates?—Yes. For five tons, 30 to 46 per cent. In this case a Danish five ton rate is in most of the instances compared with an Irish single ton rate, there being no five ton rates for eggs in Ireland.

42935. Probably eggs are only carried under the one ton rate from Ireland?—Yes. For ten ton lots the ratio is 27 per cent. to 44 per cent. compared with Ireland—that is, as 100 is to 27 to 44.

42936. Broadly speaking, then, with regard to this branch of traffic, which Denmark has so much developed more than Ireland, the Danish rates are from *half to quarter* of the Irish?—Yes.

42937. Belgium is the most important competitor after Denmark. What are the Belgian rates?—For one ton lots the percentage of the Belgian rate to the Irish is as 48 to 61 is to 100.

42938. About half?—Yes. There is no five ton rate in Belgium. The one ton percentage would apply for five ton lots. Except in a few cases where there is a reduced rate for consignments above one ton. The prevailing ratio is 46 to 63 per cent. of the Irish rates.

Mr. Aspinall.—They do not export much.

42939. *Chairman.*—Belgium does—oh, yes?—They do not export much.

42940. Oh, yes, they do?—We have here a return with the actual value of the exports.

Mr. Sexton.—About one million sterling from Belgium, against the Irish two millions sterling.

42941. *Chairman.*—It is a large and growing traffic?—Belgium has no ten ton rates for eggs, therefore the one ton rate comparison applies as in the case of the five ton lots.

42942. *Mr. Sexton.*—Yes; but the one ton rate is only half as much as the Irish, so it is good enough. The next competitor is Germany. Have you got the German rates?—For one ton lots the ratio is from 69 to 82 per cent. of the Irish rate. For five ton lots 46 to 63 per cent. of the Irish rate. For five ton lots, 41 to 59 per cent. of the Irish rate.

42943. The German rates are from four-fifths to less than half the Irish rates?—Yes. There are special five and ten ton lot rates for eggs in Germany. They are compared, mainly, with the Irish single ton rate.

42944. Then you compare actual with actual?—The actual working rates.

42945. The large consignments from the Continent are compared with the small consignments from Ireland?—Yes.

42946. *Lord Pirrie.*—If you had the export rates, the comparison would be more unfavourable to Ireland——

42947. *Mr. Sexton.*—For France, one ton lots are from 68 to 93 per cent. of the Irish rates. For five tons, 45 to 57 per cent. of the Irish rates. For ten tons, from 33 to 46 per cent., so that the French rates vary from a little more than nine-tenths to one-third of the Irish rate, according to the consignment?—Yes.

42948. Take butter—a very important class of traffic. Your Department's statistical return shows that Denmark exports nearly three times as much butter as Ireland, and three times as much in value. Take the case of butter to Great Britain from Denmark, the most formidable competitor?—For one ton lots, the comparison is 45 to 67 per cent. of the Irish rate. For five ton lots, 38 to 56 per cent. For ten ton lots, 34 to 47 per cent.

42949. The comparison stands at two-thirds to one-third of the Irish rates?—Yes.

42950. The other competitors are France and Holland in regard to the butter trade. Take France?—For one ton lots the prevailing ratio is 67 to 99 per cent. of the Irish rate; for five ton lots, 41 to 58 per cent.

42951. The French rates run down to less than half the Irish rates?—For the five-ton lots. There is no special ten-ton rate for butter in France. Therefore, the five-ton percentage comparison applies.

42952. The five ton runs down to less than half the Irish rate?—Yes.

42953. Now take Holland?—For one ton lots, 45 to 61 per cent. of the Irish rate; five ton lots, 33 to 43 per cent. There are no ten ton rates.

42954. The Dutch rates, therefore, vary from about two-thirds to one-third of the Irish rate?—Yes.

42955. Now take bacon. Denmark exports to Great Britain about double the quantity of bacon that Ireland does. Denmark is really the only formidable competitor in Europe in regard to bacon. What are the Danish rates for bacon?—The comparison for one ton lots is 42 to 62 per cent. of the Irish rate; five ton lots, 36 to 49 per cent.; ten ton lots, 30 per cent. to 44 per cent.

42956. The Danish rates—Denmark being the formidable competitor with Ireland—vary from three-fifths down to less than one third of the Irish rate?—Yes.

42957. Germany also is an effective competitor?—With regard to the prevailing percentages for cereals, I would be glad if that could be deferred until to-morrow, when I shall have had an opportunity of checking these prevailing percentages. So, perhaps, we may pass over cereals because of the mistake which has occurred.

42958. *Chairman.*—What is the nature of the mistake?—After the analyses were prepared we had the percentage calculations all checked, and found some mistakes. Apparently either the resulting corrections were, through oversight, not carried down into the analyses or some figures had been misplaced.

42959. *Mr. Sexton.*—There is one cereal I should wish to take—flour. There are some very curious results in regard to that. Your return shows that Austria-Hungary, Belgium, France especially, Germany, and Holland all import very much more flour into Great Britain than Ireland does?—Yes.

42960. France nine times as much, Belgium seven times as much, Austria-Hungary six times, Germany three times, and Holland something more than Ireland. Therfore, it becomes of great importance to investigate the rates in regard to that branch of traffic. What are the rates with regard to Ireland? Take first France?—The prevailing rates?

42961. Yes?—For France, the one ton comparison is 63 to 80 per cent. of the Irish trade; for five ton lots, 49 to 72 per cent.; for ten ton lots, 37 to 64 per cent.

42962. The French prevailing rates, then, are only from four-fifths to about one-third of the Irish?—Yes.

42963. Now take Austria-Hungary?—Will you take Austria or Hungary, they have different rates?

42964. Take them separately?—Austria, one ton lots, 62 to 92 per cent.; five ton lots, 44 to 86 per cent.; ten ton lots 37 to 71 per cent.

42965. They run down, for the larger consignments, to about one-third of the Irish rates?—Yes.

42966. Now take Hungary?—For one ton lots ,57 to 81 per cent.; five ton lots 43 to 81 per cent.; ten ton lots, 41 to 69 per cent.

42967. From four-fifths to two-fifths of the Irish rate?—Yes.

42968. Now take Belgium?—One ton lots, 90 to 111 per cent., as compared with Ireland's 100.

42969. *Chairman.*—The rate seems to be higher there?—Yes; from 90 to 111—10 below to 11 above. For five ton lots, 40 to 69 per cent.

42970. *Mr. Sexton.*—Therefore the five ton consignment is two-fifths to about two-thirds of the Irish rate?—Yes. There is no ten ton rate for interior transit of flour in Belgium. The prevailing ratio per cent. of the rates chargeable for a ten ton consignment is 44 to 73 compared with 100 for Ireland.

42971. I will only trouble you with one more comparison; it relates to a head of traffic which ought to be of considerable importance to Ireland—potatoes. In regard to France and Holland, France particularly—the export is immense, while the export from Ireland is very small. Will you give the French rates for the carriage of potatoes?—These are the rates for old potatoes, not new. The rates for new potatoes are higher than the rates for old; but I took the rates for old potatoes, because we have to deal chiefly with old potatoes in Ireland.

42972. *Chairman.*—That ought to be clearly stated? We will probably deliver to-morrow some rates for new potatoes. The demand for early potatoes is a growing one in Ireland, and we have taken out some of the special rates given by the railway companies for the development of the traffic, and put them beside the French rates for new potatoes. We could not compare like distance with like distance.

42973. *Mr. Sexton.*—In the meantime take old potatoes?—The ratio is 63 to 84 per cent. for one-ton lots; 46 to 70 per cent. of the Irish rates for five-ton lots; 40 to 79 per cent. of the Irish rates for ten-ton lots.

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42974. From 84 per cent. down to somewhat over one-third of the Irish rates. The other competitor in that trade is Holland. What are the rates in Holland?—For one-ton lots the ratio is 61 to 83 per cent. of the Irish rates, for five-ton lots, 44 to 69 per cent. for ten-ton lots 33 to 72 per cent.

Comparison: old potato rates; Dutch with Irish.

42975. They vary from about four-fifths of the Irish rates down to as low as one-third—is that so?—Yes.

42976. These comparisons, Mr. M'Nulty, appear to indicate the great practical value of your investigations, showing that in those branches of trade in which Continental countries have succeeded in greatly developing their traffic with Great Britain, the actual rates upon the actual consignments are very much lower than from Ireland?—Yes. Of course these comparisons have been made quite regardless of the volume of traffic carried; I had no information whatever on that point either as regards the Continent or Ireland.

The comparisons prepared regardless of the volume of traffic carried.

42977. In Ireland, I think you said, you went to the districts from which the traffic went and found the rates that were levied on the traffic?—I took the agricultural statistics of the acreage of potatoes in different counties. I then selected the different market towns in those counties and took the rates to the centres of distribution.

42978. And we know that this organised traffic from the Continent comes in large consignments. Looking through your comparisons, it seems that the prevailing rates are much lower on the Continent throughout, for all the countries and for all the commodities, except in the case of horses carried by passenger trains?—Of course, the slow transit rates are those which affect the essential bulk of the traffic in other countries.

Continental rates for horses by passenger trains.

42979. For heavy traffic the rates of horses carried in passenger trains would be important to individuals but of no great public concern?—Valuable horses are carried in horse-boxes in Ireland.

42980. But their relation to the importance and bulk of traffic as a whole is very minor?—As compared with the other live stock traffic of Ireland, it is; although it is very important to Ireland.

Examined by Mr. Aspinall.

42981. So far as these tables referring to eggs, butter, and bacon are concerned, it appears generally that the Danish rates are less almost than anybody's; it is not absolutely accurate to say that, but it is nearly so?—Yes, they are among the lowest comparisons.

Danish egg and butter rates exceptionally low.

42982. Is there any reason why on the Danish railways they are able to do this work for less money than German and other lines?—I really cannot say. I do not know anything about that; I do not know the conditions of the labour market, and so on.

42982A. *Mr. Aspinall.*—The difference is so marked.

42983. *Chairman.*—Are they State railways?—Some are not; these are State railway comparisons.

42984. *Mr. Aspinall.*—You have included in these percentages which you have given something, have not you, for the terminal services which are equivalent to the terminal services which are rendered by the Irish railways?—In every comparison I have brought in all accessory charges which appeared to be necessary to suit the Irish conditions.

All accessory charges included in the rates to make them comparable with Irish.

42985. You have included all the charges which they make; but are all the charges which they make equivalent to what the Irish railways make—I do not mean in money; I mean are the services rendered equivalent to what the Irish railway companies render?—Under normal conditions, yes. I have dealt only with normal conditions.

42986. So far as you have been able, you have made them similar?—Yes. In Denmark the way-bill is the only additional charge for small consignments. Their rate for traffic in less than wagon loads includes loading and unloading, and station services. I have not put in anything for storage, demurrage, or any penalties. I have dealt only with normal conditions.

42987. In dealing with the Irish rates which you put down for the lowest and highest rates, have you compared those at all with rates for similar services in England?—No; I have not made any comparison with English rates, only the Continental.

Irish agricultural produce rates lower than English.

42988. Are you aware that on the whole the Irish rates—here, again, not in all cases, but in most

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cases—are slightly lower than they are on English railways?—I can quite understand that. England is more a manufacturing country than an agricultural one.

42989. A question was asked you this morning by Mr. Sexton—or several, I think—about the compensation which was paid for damages for lost goods, and so on. Are you familiar with the difficulties which are said to be created, by the German railways more particularly, as to paying damages and compensation?—Not in actual practice; I do not know anything about how it works out.

Recovery of compensation for damaged goods on German railways.

42990. Have you heard it said that the Government regulations are so hedged round with difficulties that it is almost impossible for people to recover compensation in the event of articles being damaged, notwithstanding the fact that these regulations, which are printed on page 71, beginning with No. 558 of your evidence, show the conditions under which compensation can be recovered?—Yes. In actual practice I do not know how the system works out.

42991. My reason for asking you that is that an inquiry recently held in connection with English railway companies disclosed very great difficulties in way of traders in recovering the sums which they considered were due to them?—Yes.

42992. There is nothing in this printed evidence to reveal that?—There is nothing in the regulations to reveal it.

German method of calculating rates on the mileage scale.

Each district gets the benefit of its geographical position.

42993. Just one other point in regard to the tables. Although it is true that in the majority of cases the amount which has to be paid to the foreign railway companies is a very small percentage in some cases of that which has to be paid even to the English or Irish railway companies, if you turn, say, to No. 2A "Butter in one-ton lots, slow transit," you will find that in a great number of cases in Germany—which has been rather held up to us as being a typical country as regards railways—the charges are 105 per cent. going up to 134 and 137 per cent. of the Irish charges?—Yes. That arises from the policy of Germany giving each district the benefit of its geographical position. You observe that they do not reduce the rates as the distance increases in the same proportion as other countries do. They start, for instance, at fifteen miles with 81 per cent. of the Irish rate, and the ratio gradually increases until at sixty-two miles it passes the Irish rate, and goes right up until you get to 137 per cent. at 204 miles.

42994. Would not that act rather hardly upon the man in Westport, for instance, who wanted to export his butter to the English market?—It limits his market, apparently. I do not like to express any opinion upon that. If I were a farmer I should think my markets were rather restricted.

42995. If you turn to bacon, slow transit, No. 3A, one-ton lots, you will see the same thing happens, and there is a very marked difference between the German rates and the rates of other countries. In many cases you would have figures well over the 100 per cent. ranging from 102—I take the first figures that catch my eye—to 138, 176, 142, 157 per cent., and so on—is this for one-ton lots?

Irish rates reduced according to the distance, German rates not.

42996. *Chairman.*—What is the distance there?—The distances go from 8 to 233 in the table. The percentage increases as the distance increases.

42997. In other words, the rates in Ireland are reduced according to distance, and in Germany they are not?—That is so.

Mr. Sexton.—Yet we have seen that the prevailing rates were lower in Germany in several cases.

Chairman.—For shorter distances.

Mr. Sexton.—No, throughout, taking the whole table—the prevailing rates.

Further comparative tables to be submitted on behalf of the Department of Agriculture.

42998. *Mr. Aspinall.*—Did I understand you to say that you were going to give some fresh evidence with regard to the through rates from Continental ports across England into Ireland?—We are giving three sets of comparisons. The Commission asked specially for them about a fortnight ago, and we had to send men across to the English ports to collect the information. I have not received the statements yet, but I expect it will be to hand to-morrow morning. The first comparison is rates for Irish produce from the producing points in Ireland to points of distribution in England, and the rates for like produce from Continental ports into the same centres of distribution in England. The second is Irish interior rates on articles produced or producible in Ireland compared with rates for like products from producing centres in England to the points of distribution in Ireland. The third is a comparison of rates for fat cattle from the fattening districts in Ireland to large centres in England—the principal fat cattle markets in England—reduced to a rate per ton assuming an average weight per animal, and compared with the rate per ton for foreign meat from the British ports to the interior points of distribution.

42999. *Chairman.*—Dead meat?—Yes, the dead meat rates.

42999A. *Mr. Aspinall.*—Take the large import of foreign meat into Birkenhead brought by the White Star steamers—are you going to compare the transit rate for that meat across England?—You cannot call it an actual comparison, because the conditions are so unlike, but it will show the cost to the Irish producer of fat cattle of putting his animal into the market at a certain point in England as compared with what it costs the foreign raiser of cattle to get his carcases of meat from the British port into the same centre of distribution. I do not intend to say anything about it myself; I shall simply submit the figures without comment.

43000. The object is to show that meat can be distributed, we will say, over England at a certain rate if it comes from America, whereas it will cost so much more if it is imported from Ireland?—I presume so.

43001. I only want to get the general idea?—We do not put these figures forward with any comments; we are merely supplying them in response to a request.

Examined by Sir Herbert Jekyll.

43002. You give in some of your tables a comparison with the Continental rates up to distances of 233 miles?—Yes.

43003. As a matter of fact in some of the smaller countries like Belgium, Holland, and Denmark, are there any railway lines as long as 233 miles?—I cannot tell you that, the comparison gives the mileage and gives the rate for it—for interior transit. Whether they can send the traffic 233 miles through the country or not I do not know.

Chairman.—We know they cannot.

43004. *Sir Herbert Jekyll.*—You do not know as a matter of fact whether in a country like Denmark any butter does travel 233 miles by railroad?—No, I do not.

Chairman.—I should think he knows that it does not.

Examined by Lord Pirrie.

43005. So that probably a considerable number of these figures when you get to longer distances, so far as they relate to the small countries, are paper figures—they are not figures representing any actual trade?—That I do not know; I cannot tell you about distances. In Denmark I should think it was possible to send traffic 233 miles, but it is only to some few instances that that applies. Where I had a distance in Ireland between which traffic is passing, say bacon, I took for comparison the Continental rate for that distance in each of the countries—the published rate.

43006. But you did not inquire whether there was any corresponding distance in a country like Denmark over which traffic travelled?—No.

43007. They show the distance in the rate?—Yes; they made provision for such a distance.

Cross-examined by Mr. Balfour Browne, K.C.

43008. Of course it is a difficult thing to compare rates in any case, is it not; it is always difficult to compare rates?—I cannot say that it is.

43009. Let me suggest this. In order to fix a rate should not the manager of a railway consider the cost of carriage? Should not that be one of the bases of fixing a rate?—Yes, but I am speaking of the comparative rates in existence, not the fixing of rates.

43010. In fixing a rate the cost of carriage ought to be considered?—I am not going to express any opinion on that.

43011. If it is cost of carriage, must not the comparison be absolutely fallacious, because the cost of production of a railway must differ in all countries?—I cannot express any opinion on that. The Department of Agriculture was asked officially to submit a comparison of actual rates, and that we have submitted.

43012. In the cost of production, of course, wages must enter—the wages in two countries may differ, is not that so?—Yes; but I am afraid you do not quite appreciate my position.

43013. I do. I am coming to your position immediately; I only want to get the idea of how rates are fixed?—I cannot express any opinion on the wages market.

43014. Are you aware that in all railway management competition must, to some extent, be considered? Do you know that railway companies have been held justified by courts of law to reduce their rates if there is competition?—I must give the same answer as before.

43015. You speak of giving some through rates tomorrow, I think?—Yes.

43016. Might I ask you to do this: can you give the rate from the point of production in a foreign country to the point of consumption in England? Say Manchester is a point of consumption: can you give the same comparison from the point of production in Ireland to Manchester?—No; that is not included.

43017. But that is the point we want to understand—that is what we want to get at. The report does not help us very much?—I am sure the railway companies will be able to supply that.

43018. Yes, but we want your assistance, too. Your tables are exceedingly interesting, but I want to understand them. I find, am I not right in saying, that you talk about a prevailing rate?—Yes.

43019. A prevailing rate, according to you, is what you find in some document?—Entirely; the quoted rates.

43020. Do you know what is called a paper rate in England or Ireland—do you know what it means?—Yes.

43021. It is a rate under which no traffic goes. Many of the rates that you are comparing as prevailing rates, may be paper rates in that sense?—If so, they apply to the countries generally, because I have taken rates only of general application throughout every country.

43022. But you have not got in every sense the traffic that is passing under any of your rates?—I know nothing whatever about the volume of traffic carried under any rate, either Irish or Continental I have simply compared the rate.

43023. I am not complaining at all; I only wanted to understand, and to make perfectly clear in my own mind, what you are doing. Again, I take it from the tables which I have before me, that you are comparing distance with distance—never station to station?—That is so.

43024. Of course, no rates in this country are ever by distance, because, supposing the distance is 100 miles, if there is no station there it must be carried on to the next station, so that in that sense—again, I am not complaining—it is an illusory comparison—is not that so?—I make no deduction at all; I make no comment upon my figures at all.

Comparisons of international rates not prepared by Department of Agriculture.

43025. Then we will reserve it to such time as when we can make a comment.

43026. *Mr. Sexton.*—Your Irish rates are merely from one station to another.

43027. *Mr. Balfour Browne*, K.C.—If you will add to your figures which you are bringing to-morrow the through rate, we will say, from some place in Denmark to Manchester, and from some place in Ireland to Manchester, that would give us a good comparison. If you could do that we would be obliged?—It would take a considerable time to do it. It would necessitate going into international rates. For instance, the rates on eggs from Hungary are international, because they are to the ports on the Channel, and those rates I have not gone into.

43028. I understood, further, that in answer to Mr. Aspinall, you said you had made no comparison of rates in Ireland as compared with the rates in England?—No.

Irish and English rates not compared.

43029. Have you done anything with regard to Scotch rates?—No.

Chairman.—The witness is not here as a railway expert, Mr. Balfour Browne.

Mr. Balfour Browne, K.C.—I know. It was only really to understand his tables that I asked the questions. I was not cross-examining him in any sense whatever.

The Commission adjourned till the following morning at 11 *o'clock.*

SEVENTIETH PUBLIC SITTING—FRIDAY, MARCH 13TH, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners Present:—Sir CHARLES SCOTTER, Chairman; Right Hon. LORD PIRRIE, P.C.; Sir HERBERT JEKYLL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN, Secretary.

Mar. 13, 1908.

Arrangements as to further sittings of the Commission.

Mr. Balfour Browne, K.C.—Before you begin, sir, might I ask a question with regard to your further sittings. It was, I understood, arranged or proposed that the next sittings of this Commission should be in Dublin on the 21st April, and that at that time the railway case should be gone into. That is what I understood, sir. We are most anxious that all the evidence to which we should have to give an answer should be given before we give our answer—you can understand that—and if at these sittings that we are now upon all the general evidence is completed, we will be quite ready to go on on the 21st April with the railway case, and in that event, even although there are a large number of tables, such as were put in yesterday, which must be scrutinised before we can make absolutely our proofs, we would be in a position to let you have proofs of the witnesses we propose to call at least a week before the 21st April. I do not know whether that will be convenient to the members of the Commission, but I thought I would like to mention it.

Chairman.—We are to have a meeting to-day after lunch—a meeting of the Commissioners—and we will consider what you have said, and before the adjournment you shall have an answer.

Mr. Balfour Browne, K.C.—If you will allow me, I will mention it again to-morrow.

Chairman.—Oh, I will give you an answer this afternoon.

Mr. Balfour Browne, K.C.—May it please you, sir. Thank you.

Mr. R. A. ANDERSON examined by the CHAIRMAN.

Mr. R. A. Anderson, Secretary, Irish Agricultural Organisation Society.

43030. I think you are Secretary of the Irish Agricultural Organisation Society?—Yes.

43031. How long has this society been in existence?—Over fourteen years.

43032. Your Society is not engaged in any trade, is it?—No; it is not a trading body. It is purely propagandist.

Object and work of the Society.

43033. What do you consider its principal object?—Well, the object is to teach farmers to combine wherever combination can be shown to be of benefit to them in their business, and to combine not in the manner of joint-stock companies, but as co operative societies. Perhaps if I just indicated the main lines upon which these combinations were formed it might be useful.

43034. I think you had better tell us in your own words?—The types of societies which we have formed are creameries, co-operative credit societies, agricultural supply societies, societies of poultry-keepers, bee-keepers, flax-scutching mills, bacon-curing societies, home industries societies, fruit-growers' societies, agricultural show societies, societies for the purchasing of expensive agricultural machinery to be jointly used by the members; and then there are other kinds of societies for cottage industries and for libraries and so forth. I put in a map showing the way in which these societies are distributed over Ireland. There are now over 900 of them.

Number and distribution of its agencies.

43035. We cannot put the map on the notes?—I am afraid not.

43036. But you may state generally that your agencies are distributed practically over nearly the whole of Ireland?—That is so, and therefore every railway company would be more or less affected by the evidence which we propose to tender.

43037. I understand you do not appear here to complain against the Irish railway companies?—No, not, generally speaking. I propose to give evidence to show where in our opinion the railway companies have not quite done as much as we might have expected of them, but our Society has never joined in what I may call the general chorus of abuse of the Irish railways, because we felt that the conditions in Ireland were not such as enabled the railway companies in every case to give the lowest rates or the best facilities for the conveyance of produce; and if I might just explain what I mean here, we aim at organising farmers to produce in large quantities at regular times, and to consign in bulk to the markets, and we claim that if that system were made universal over Ireland, the railway companies would find it much easier to deal with this organised traffic than they could possibly find in dealing with a heterogeneous collection of small parcels of produce.

43038. Not only find it more convenient, but be able to carry it at a cheaper rate?—That is what we contend. If I might be allowed to read the latter part of this third paragraph of my abstract it would explain what I mean. The Committee of the Society recognised from the first that before the lowest rates and best transit conditions consistent with fair profits to the shareholders could be expected from the railway companies the farmers would have to be organised to conduct their business on modern lines; to produce, grade, and pack in accordance with market requirements; to consign regularly in large quantities and at stated times, and in this way to systematise their dealings with the carrying companies. To this object, therefore, the work of the Society was in a great measure directed, and has resulted in the formation of 925 societies having a membership of 93,000, and an estimated turn-over for 1907 of nearly 2¼ millions sterling.

43039. You consider this, to me rather astonishing result, has been in consequence of the action of your Society?—Well, there is no other agency at work to produce the result, because the only society which is engaged in this propagandist work of teaching co-operative principles to farmers is the Organisation Society in Ireland.

43040. I think it would be interesting if you just gave a little more detail with reference to the 925 societies. What are they?—They are made up in this way. There are 345 creameries.

43041. Of course they are in different parts of Ireland?—Yes; they are mostly in the South and in the North-West of Ireland.

43042. How many members are there interested in the creameries?—47,000, and the turn-over in round figures is a million and a half, which is equal to rather more than half the total exports of butter from Ireland during the year.

43043. But of course all these creameries are distributed in the country as well as in the towns?—Oh, yes.

43044. Go on to the next, please?—The agricultural societies number 166, and they have a membership of 15,000, and an estimated trade of £75,000. It really is in excess of that, because a great number of the creameries act also as agricultural supply societies, and do not make any special returns of the trade which they do in that branch. These

societies are mainly formed for the purpose of purchasing wholesale from the manufacturers and from seed-growers, artificial manures, seeds, feeding-stuffs, implements and machinery.

43045. In other words, enabling them to buy wholesale instead of retail?—Quite so.

43046. And then to sell at wholesale prices to retail people in the country?—That is so.

43047. I only want you to give us the societies?—The credit societies are not trading bodies; they are for the object of associating a number of poor men for the purpose of obtaining sums of money to be lent for productive purposes to selected persons.

43048. How many of these societies are there?—There are 261 societies, the membership of which is 16,000.

43049. Go on, please?—The poultry societies we regard, and I think rightly, as being next to the creameries the most important, because the poultry industry in Ireland, which already runs the butter industry very close, is a matter which may be developed very much more rapidly than the industry of dairy-farming. It is all a question of making the poultry-keeping pay, and we find from experience that the isolated poultry-keeper cannot possibly expect to get his produce to the market speedily enough or packed in the way that the modern requirements of the market demand, and therefore we associate these poultry-keepers for the purpose of selling their eggs in large quantities while fresh, and also for the purpose of selling their poultry killed and prepared for the market in the way that the market demands. The egg industry is a most important one to the Irish peasant, and particularly in the very poor districts, where my experience goes to show that eggs are very frequently treated as currency. It may interest the Commission to know that I have myself seen at Donegal a child tender two eggs in payment for a postage stamp.

43050. *Lord Pirrie.*—Did this child get the postage stamp?—No; the postmaster gave the current payment for the eggs, and then the money was exchanged for the stamp, but it was about the equivalent of the stamp.

43051. *Chairman.*—In those particular societies I suppose the poorest peasantry are members?—Yes; that is so.

43052. It must be of great assistance to them?—It has raised the price of the produce considerably, because it has put each of these small producers of poultry produce in a position to obtain the highest prices for their small parcels of produce by combining with other small people.

43053. Go on with the next?—The flax societies aim at improving the methods of after-treatment of the flax crop. The Department of Agriculture, of course, give technical instruction in the growing of the crop, and also to some extent in the after-treatment.

43054. That is in the North, principally?—Yes, that is in the North, but we have now got the farmers in fifteen instances to own their own mills where the fibre is divided from the husk, and properly treated for the market. We have not made much progress with that. Last year was particularly bad for the flax.

43055. On account of the weather?—On account of the weather, but still the farmers who compose these societies have told us that their position would have been very much worse if it had not been for the new methods introduced.

43056. That gives us a general idea of what these societies are, and then there are miscellaneous societies, I see, 104 in number, which brings up the total to 925?—That is so. May I just mention that the starting of these creameries has tended to increase the production of butter in two ways—by realising a better price for the product people have been encouraged to increase the number of milch cows they keep, and also by modern methods of manufacture more butter is produced from a given quantity of milk than hitherto.

43057. And there is improvement in the quality?—Yes.

43058. I think we have had considerable evidence of that from managers of creameries?—In connection with the agricultural societies I should like to mention that I have heard from the managing director of one of the largest artificial manure firms that between the years 1900 and 1906 the purchase of artificial manures by Irish farmers had increased from 120,000 tons to 175,000 tons, and he unhesitatingly stated that the increase in the use of these fertilisers was due very largely to the fact that the small farmers could now purchase through these co-operative societies at wholesale prices. I should like to mention also that the starting of these co-operative societies has not affected the manufacturers' price at all—the manufacturers' price to-day is somewhat higher than when they were first started—but what it has done has been to eliminate the middleman distributor in these articles who had to charge—or did charge, at all events—very high prices.

Co-operative societies have not affected manufacturers' prices.

But excessive "middleman" charges saved.

43059. Does your society go further, and communicate directly with the railway companies in reference to rates and charges?—Yes, we do; and when a society has a grievance, they naturally come to us and tell us about it, and we approach the railway companies and see if we can have whatever they complain of remedied.

The society's relations with the railway companies.

43060. Do you know whether there has been any particular reduction in any particular district consequent upon the action of your society?—It was not so much with a view to getting a reduced rate as with a view to getting improved facilities.

43061. Well, improved facilities?—Yes, I must say that the railway companies, wherever we can show a reasonably good case, do meet us very fairly. The thing we complain of really about the railway companies is this. We maintain that we have spent nearly £100,000 of money, subscribed largely by private individuals, on bringing about this improved method of farming, and what we, and as, I think, reasonably, complain of is that the railway companies are scarcely responsive enough to this work which is going on. We would like to see the railway companies say to our societies, "We are prepared to make special arrangements for your traffic," and we believe they could do it without laying themselves open to the charge of undue preference by saying to every consignor of goods, "If you produce or consign goods in equal quantities in the same way, we will give you this special preference." But we feel that the railway companies treat the co-operative societies very much as they treat the ordinary individual who has really done very little to improve matters for them.

Desirability of further encouraging co-operation by reduced rates for large consignments.

43062. Of course the small trader would consign in very small consignments, and I suppose the consignments would come in what is known as the small parcels scheme, but the co-operative societies would send in larger quantities, and would come under the ordinary rates?—Yes, but it would be quite open for the small traders to combine and form themselves into societies for joint consignment.

43063. The remedy seems, then, to be in the hands of the people?—Very largely, but I think a little encouragement might be given by the railway companies.

The remedy largely in the hands of the people.

43064. Do you mean, say, a rate for a ton lot, or under a ton, or two tons?—Well, it is difficult to fix the exact size of the consignment for which these rates might be given, but I think, generally speaking, if the great carrying companies could see their way to giving a special rate for goods specially prepared for the English markets, and sent at regular intervals, that would meet our case.

43065. Has the question of through rates been brought under your notice?—Yes, there are some cases which I wish to refer to. Perhaps if you will allow me to read this paragraph it will just give the whole case. At present no through rates are available from Limerick and other inland stations to certain important towns in the North-East of England by the North-Eastern Railway. This, it is only fair to say, is not due to any reluctance on the part of the Great Southern and Western Railway Company, but to the action of the North-Eastern Railway Company of England, which will not give through rates except from certain ports.

Through rates to North-Eastern English towns from Limerick and other inland stations required.

43066. What ports?—The information which I have is from the secretary of the Co-operative Agency Society in Limerick. He does not specify the ports.

Chairman.—We had some evidence about that, and I think the North-Eastern has fallen into line.

Mr. Balfour Browne, K.C.—It was mentioned before, sir, and the railway companies are in correspondence with the North-Eastern to try and secure through rates.

The matter in correspondence between the railway companies concerned.

Lord Pirrie.—They have not secured them yet.

Mr. Balfour Browne, K.C.—No, my lord.

Chairman.—Of course Mr. Anderson said he did not blame the Irish railways at all.

Mr. Balfour Browne, K.C.—I am not complaining at all.

Mar. 13, 1908.

Mr. R. A. Anderson, Secretary, Irish Agricultural Organisation Society.

Proposal that the granting of through rates should be made compulsory on the companies.

Difficulty in obtaining settlement of claims on goods sent over two or more systems.

Suggested amendment of carriers' law.

Contracting company to be sued in every case.

Butter sent by passenger train—claims only paid when lost.

Establishment of an agricultural produce parcels post recommended.

Unfairness of present owner's risk conditions.

Witness.—To send butter from Limerick to Durham, it has to be sent *via* Glasgow. While this is cheaper than sending by the shorter but more expensive route, the delay involved is very considerable, and butter is frequently not delivered until a week has elapsed after its consignment. I would submit that the granting of through rates between all stations where goods facilities exist should be made compulsory on all railway companies. In connection with through rates, I wish to call the attention of the Commission to a very serious defect. Where goods are sent over two or more systems, and a claim is made for damage or delay in transit, the consignor finds the greatest difficulty in fixing the responsibility on the particular company which may be to blame. Take a case in point. The Irish Co-operative Agency Society (which is one of the largest butter exporters in Ireland, and is a federation of co-operative creameries) sent a consignment of butter by the Cork Steampacket Company to London, *via* Cork, Liverpool, and the Midland Railway of England. The butter arrived in a damaged condition in London, and a loss of £13 was incurred by the Agency Society. That society took up the matter with the companies concerned. It held a clear receipt from the Great Southern and Western Railway, and that company showed the society that they also held a clear receipt from the Cork Steampacket Company. The Cork Steampacket Company and the Midland Railway, however, refused to facilitate the Agency Society, and legal proceedings had to be instituted against both. The Recorder of Cork gave a decree against the Midland Railway Company alone because, on investigating the case, it was proved that the Cork Steampacket Company held a clear receipt from the company. The case against the Steampacket Company was dismissed, and the Agency Society had to pay the costs. It appears to the Irish Agricultural Organisation Society that the law fixing the responsibility of carrying companies should be so amended as to enable the consignor to obtain redress by suing the contracting company only. There is another important point to which I desire to call attention. In recent years a considerable demand for Irish creamery butter in rolls has sprung up. This traffic has to be consigned by passenger train. If it is sent at the owner's risk rate of ½*d.* per lb., and is pilfered or damaged in transit, the consignor has no redress. Up to about eighteen months ago the railway companies, generally speaking, compromised claims and paid something where pilferage or damage occurred. Now it is only when the consignment is lost altogether that the railway companies pay up. As a result of this change of policy, shippers of creamery butter in rolls are obliged to get an indemnity from their customers for full payment, otherwise the former would be obliged to send it by ordinary rates or by the parcel rate of 1½*d.* per lb., which would make the price prohibitive to the buyer. The giving of such an indemnity naturally reduces the price which the buyer is prepared to pay. The establishment of an agricultural produce parcels post would be of great advantage alike to producers and consumers. Such a system exists in France, where it is largely taken advantage of by the *Syndicats Agricoles*, which correspond to our agricultural co-operative societies in Ireland. There is another point, but I do not know whether you prefer to deal with these two questions first. Shall I proceed?

43067. I think you might give us your views?—Another rather important point I have noted here is about the proof of malice being necessary before a claim can lie against a railway company.

43068. What is the point?—This is the point—and it is yet another serious defect in the system of goods transit. In order to establish a claim against the railway company it must be proved that the injury complained of was due to the malice of the company's servants (that is, in the case of owner's risk), and malice cannot be proved unless the consignor is in a position to show that the officials of the company acted deliberately and maliciously—a clear impossibility.

43069. I see all your remarks relate to goods carried at owner's risk?—This in particular.

43070. And the others too—it is all at owner's risk?—Yes, all at owner's risk.

43071. Of course that question has been fully discussed before us?—I daresay it is unnecessary for me to give evidence about that, because I am sure that evidence has been given by expert witnesses upon the point.

43072. I think so. What do you say about the owner's risk rate, as to the difference between the company's risk rate and the owner's risk rate. Have you considered that question?—Well, I do not think the owner's risk rate is low enough to justify its existence, because the difficulty of getting compensation appears to be so great where the owner's risk rate is taken advantage of.

43073. Do you know anything about the rates—there is considerable difference between the companies?—Considerable difference. I have made comparison between owner's risk rate and ordinary rate.

43074. Taking it all round—taking a year's transit from any of these creameries, do you not think it considerably to the advantage of the creamery to have its traffic carried at owner's risk, and suffer even pilferages now and then, or damage now and then?—I do not think so.

43075. Then why do they not consign at company's risk?—If you want to keep on good terms with your customers, I think you will find that the ordinary risk rate is the one you will adopt—the company's risk.

43076. You say that they are practically prohibitive, because it would be too great a tax upon the articles?—In the case of small parcels it would.

43077. *Mr. Acworth.*—I did not quite understand—you say you did not think the owner's risk rate was low enough?—I do not think it is.

43078. Does that mean that you think if the owners take the risk there ought to be a bigger drop from the company's risk rate than at present?—Yes.

43079. Do you know how much it is as a rule at the present time?—I could not say straight off, but I am arguing from the proportion of butter sent at ordinary, and at owner's risk rates, and the managers of the societies whom I have consulted about this point tell me that they all prefer company's risk rate. But I suppose they gamble against the risks which they run by taking the other rate.

43080. *Mr. Sexton.*—If you pay the company's risk rate, you avoid risks?—Yes.

43081. But you think the difference between the two rates ought to be greater in order to indemnify the owner?—Yes.

43082. *Mr. Acworth.*—Surely there is less margin in the case of butter than in the case of most other things. We have heard of 20, 30, and 40 per cent. reductions?—Yes.

43083. You cannot give us the difference?—No; I would not like to answer that question.

43084. *Chairman.*—Will you pass on to the question of monopolies with regard to through rates. What have you to say about that?—The point my Committee instructed me to make was that we maintain that from every station where there are goods facilities there ought to be a similar rate to every other station similarly circumstanced. There ought to be no difficulty in sending goods from one part of the United Kingdom to any other at through rates.

43085. *Chairman.*—The North Staffordshire have given way, have they not, on this point?

Mr. Croker Barrington, Solicitor.—No, sir.

43086. *Chairman.*—Then there are only two companies left?—There used to be a difficulty with the Midland of England. I have had several complaints about the refusal of the company to give through rates. That means that the goods have to be sent to Belfast, and are booked from there. There is one very important point I should like to mention here, and that is the absolute necessity for affording facilities to small societies and small producers to bring their goods to definite centres where they may be graded and packed for market, and I am bound to say this—that most of the inland rates of railway companies in Ireland for the conveyance of goods or stations to convenient centres for grading are really prohibitive. I will give you a very striking figure in one particular case to start with. It must be remembered that where goods are sent to any one centre from a number of small centres for the purpose of grading those goods are sent out again over probably the same railway system; they are brought in once for grading purposes, and sent out again at a through rate, of which the railway company gets its proper proportion. Therefore, in order to facilitate

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grading, and to encourage increase in production of these kinds of things like eggs, butter, vegetables, poultry, and so forth, we maintain that the railway companies ought to facilitate the collection of these goods at convenient centres for grading purposes by giving a very low rate, indeed, seeing that they get the conveyance of the goods outwards again when they are graded. Now, some years ago it was suggested that Dublin should be made the great depot for butter, and the butter trade all over the United Kingdom has been crying out for some system of grading butter in order that people may purchase Irish butter as they purchase Colonial butter now, that is to say, under brands, or grades, or marks; whereas at the present time practically every parcel of Irish butter which comes to this market has to be separately examined in order that the buyer may know what he is buying. To facilitate this it was suggested that as Dublin was a convenient centre, all the railways converging there, a depot should be opened for this purpose. And unless a low rate could be obtained for it it would be impossible to add this additional expense to the rate inwards to Dublin and the rate outwards on the goods; it would be impossible to grade the produce economically. Well, the matter was discussed with the railway companies at considerable length, and there was a meeting, at which I was present, at the Irish Railway Clearing House. The utmost the companies were prepared to concede was a through rate increased by ten per cent. This would give us the privilege of intercepting the butter in transit, examining it, grading it, and re-consigning it where necessary. Supposing, for example, a parcel of butter were found sent to the London market which was suitable for the Glasgow market, this would be diverted to Glasgow, and its equivalent taken from another consignment and sent to London. That means, of course, that this depot would be a sort of clearing house for the butter traffic, and would thus entail very considerable expense in working. Well, that extra ten per cent., of course, knocked the thing on the head; we could not go on with it. We asked that the existing through rates should be maintained, but the companies pointed out that if this were so the butter merchants in Dublin could claim to get their butter into Dublin at the same rate, or at a rate equal to that charged on the produce brought in for grading. I argued, but made no impression upon them, that butter coming for grading to Dublin might be so consigned and so marked, and would not be sold in Dublin; that practically it would come into bond when it came into this grading store, and would not be sold locally; it would have to be sent out again. Well, the Department of Agriculture has been urged to establish these depots in different parts, Cork, Waterford, Belfast, and elsewhere, but this question of rates stops it; and I do not know whether this Commission could make any recommendation to the railway companies whereby some facilities might be afforded to people who are really desirous of preparing produce for the market in a way that will command the highest prices.

43087. I thought these creameries were established for that very purpose?—With the creameries you do attain it to a very considerable extent; but even in the creameries you will find the greatest difference between the work of any two of them, and it is necessary to have this produce graded in some way, so as to ensure that it will go to the right market.

43088. Who would do the grading at Dublin?—It would have to be done by experts just as it is done in New Zealand and Australia.

43089. Who would pay the expenses?—There would be a levy on each package of butter graded.

43090. *Lord Pirrie.*—In the Colonies the butter comes to a certain place where it is graded. It is not graded at one place and another, as you are proposing; it is all one grade in the Colonies. Take New Zealand?—By no means, there are several grades.

43091. Several, but not thirty or forty, as you are proposing?—Not at all; but it is not so much grading the butter for character as grading it for quality. I do not suppose there would be more than three grades. There would probably be "extra superfine" or something like that, and "very good," and not "inferior," because you could not admit that anything was inferior—but there would be a third grade.

43092. *Mr. Acworth.*—Would the idea be that it would be all bulked together?—Not at all, but that it should be classified, and classified by some independent judge; not by the seller. At the present time the seller calls everything that he sends into the market "first-class," and the buyer very often finds that it is not. In order to make the creamery system apply to poor districts an experiment was tried in Cork, where there is a large churning factory started, and this had in connection with it at one time fourteen or fifteen branches, the cream from which, having been separated by the centrifugal method, was brought in by train to Cork, and there churned. I must explain that, in order to get uniformity, the cream from these branches or auxiliaries, as we call them, was treated in large vats, and the article thus produced was of uniform quality, by which the small creameries which could not afford to erect churning plants of their own got all the advantages of churning under the most modern scientific conditions. But the rates charged on this cream by the railway companies were a very serious obstacle, and after a considerable amount of negotiation the Great Southern and Western met us very fairly, and made a considerable reduction in those rates. We worked on this system for some time, and then I approached the Great Southern and Western again, because I still thought that the rates were very much in excess of what they ought to be, and the Great Southern and Western offered to give us a rate of §*d.* per gallon for cream for distances of one to thirty miles, and of 9-10*d.* per gallon for cream for distances of one to thirty miles at owner's risk. That worked out at 9*s.* 10*d.* and 14*s.* 9*d.* per ton respectively, and would be something like thirty-three per cent. in excess of the milk rates This would have been an advantage to us, but the other railway companies refused to agree to it, and although the Great Southern and Western were willing to meet us, and they were the principal company concerned, the other companies refused to agree. Now, let me just point out to this Commission what even these reduced rates would have amounted to. The rate would amount to 1*s.* 4*d.* per cwt. on cream; that would be equal to 26*s.* 8*d.* per ton of cream, which would equal, if you take the equivalent of butter resulting from a ton of cream, to £3 on a ton of butter. Well, a ton of butter can be sent from Cork to London at present for £2, and it was actually proposed to charge £3 for the unmanufactured article for distances up to fifty miles. That, I say with great respect to the railway companies, is a mistaken policy.

Development of butter traffic handicapped by high rates for cream.

Reduction in the rates proposed by the G. S. & W. Co.

But refused by the other companies.

Disproportionate rates for the manufactured and the unmanufactured article.

43093. *Chairman.*—That was the passenger train rate?—That was the passenger train rate, quite true; but £3 was the rate for the butter produced from a ton of cream.

43094. At the rate of?—At the rate of. The existing rate for butter was 10*s.*; so they actually charged six times as much for the unmanufactured article as for the manufactured. We did not understand it.

43095. *Mr. Balfour Browne,* K.C.—10*s.* is the goods train rate?—Yes, that is so.

43096. *Chairman.*—You must not compare goods train with passenger train?—This is sent at owners' risk by passenger train. The consignor doing the loading and unloading.

43097. With regard to the goods rates, I think you agree that they are, on the whole, satisfactory, do you not?—Yes. The goods rates on butter and eggs, I do not consider, myself, are any serious barrier to progress, but I do think that these unmanufactured cream rates are excessive.

Rates for butter and egg traffic reasonable.

43098. Has your attention been given to the question of potato growing?—Yes. Some years ago we tried to introduce early potato growing in the Arran Islands, and in spite of the season producing almost the first frost on record, the islanders were able to grow early potatoes under our instructions, early enough to be sold in the Dublin market at 6*d.* a pound. The first consignment was sold at 6*d.* a pound, and a few days afterwards the next consignment reached Dublin and did not pay freight.

Arran Islands early potato growing industry handicapped by excessive rates.

43099. Why?—The freight was too high, although the Midland Railway made us a special consignment rate. The freight was too high, and the market had just dropped sufficiently to leave no margin.

43100. In fact new potatoes from other districts had come in?—Yes, from the Channel Islands.

43101. As long as you could get 6*d.* a pound, of course that would pay?—Oh, yes, that would pay.

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43102. We have had evidence before us with reference to the handling of perishable goods in Ireland, such as butter and eggs; have you anything to say upon that?—Well, I am glad to be able to say generally that there is an improvement in the care that is taken. Still, I think the companies would do well to give more stringent instructions to their employees to handle stuff like eggs, for instance, with greater care. One thing they are not particular enough about. The system of packing eggs which we employ necessitates the putting of the eggs in cases which contain over 800 or 1,200—sometimes half that quantity. The eggs are packed in layers with wood wool—fine wood shavings. If these cases are allowed to become musty, the eggs are destroyed very quickly, because they may look all right outside, but inside the musty flavour spreads with great rapidity; therefore it is most important that these cases should always be protected from the rain, and, of course, from the heat of the sun. Butter sometimes comes into the market in a very soft condition, but it is recognised by us that when the traffic has to be handled by a railway company on the Irish side, by a steamship company across Channel, and by another company on this side, all carrying the goods short distances, it is hardly possible to provide for refrigerating chambers like you have with Colonial traffic.

Improved handling of perishable traffic in transit.

43103. I was just going to ask a question with reference to what I will call the raw material that farmers have to use, such as manures, lime, and so on. Lime, I suppose, is an ingredient used for the land in Ireland?—Yes.

Necessity of protecting egg packages from the weather.

43104. Is that carried by the railway companies at what you would consider reasonable rates?—We have made inquiries about that and we find that whether the rates are reasonable or not, the farmers will not avail themselves of them, and I am inclined to think they would if the rates were reduced. And as every ton of these raw materials for farming carried over the line would produce a very considerable increase in crops, we believe that the railway companies would, indirectly and ultimately, benefit very considerably by giving very low rates indeed for the conveyance of these fertilising ingredients.

Reduction in the rates for natural fertilisers required.

43105. What are they principally?—Town manure, stable manure, limestone, and, of course, there are the manufactured artificial manures. I do not think the rates for the last-named are too high.

43106. It is in the town manure and the lime that you think some reduction might be made to the great benefit of agricultural districts?—To their great benefit. Then with regard to sulphate of copper, which I daresay the Commission may know is highly used by us in spraying our potato crop—and it is more largely used every year—the railway companies have given, very wisely, a reduction in the freight on that, but even a still further reduction would be desirable, because the more people are encouraged to spray their potato crops, naturally the more potatoes will there be to sell, and the more pigs to be fed, and so on. The freights charged on milk are, in our opinion also exceedingly high.

Complaint as to excessive milk rates.

43107. Have you noticed, or have you made any comparisons with the rates charged in England on milk?—No.

43108. You do not suggest that they are high?—The standard of living is so much lower in Ireland than in England that I do not think you can institute a comparison.

43109. You can institute a comparison?—Well, not a fair comparison.

Contention that the rates for agricultural produce should be lower in Ireland than in England.

43110. Your contention being that the circumstances in Ireland are such that the rates should in all cases be less than in England?—Not in all cases.

43111. For that particular traffic?—For things of that kind.

43112. Milk, cream, butter, eggs, and poultry?—Yes. The distances from which milk is brought in Ireland are, I understand, very considerably longer than they are in England—the towns are very much nearer together in England, and each town has, within a reasonable radius, a considerable supply of milk.

43113. What do you suppose the average distance is that milk is conveyed, say, to Belfast?—I should think from within about twenty miles.

43114. Well, I saw a milk train this morning that had travelled 100 miles coming into London, so that I should think the distances in England are much longer than in Ireland?—The Belfast milk trade is very much better done than in the case of any other town in Ireland.

43115. Dublin, for instance?—Dublin is the worst.

43116. Where does the milk come from to Dublin?—Very largely from very near Dublin, but some people send milk over 100 miles into Dublin.

43117. And you think that those rates are rather more than the traffic can bear?—I think they are.

43118. That is what you mean?—Yes, because the retail price for milk is low in Dublin, comparatively speaking. It might be due to bad quality, but the price is low.

43119. What is it?—It varies from 2*d.* to 3*d.*

43120. The retail price?—Yes.

43121. A quart?—Yes. The very high class milk trade would be 4*d.*, but that is very limited. There is plenty of milk sold in the poor parts of Dublin at 2*d.* a quart which I am certain is not pure milk.

43122. Of course you do not suggest that all these reductions of rates for the benefit of the agricultural interest of the country should be made by the railway companies?—I think wherever the railway companies are able to show that they lose revenue seriously by making a reduction without a prospect of recovering it by increased traffic within a reasonable time they ought to be guaranteed against loss.

43123. Guaranteed by whom?—By the State. Or in the case of a new industry which required much assistance in the way of a special rate, the railway companies could not be expected to do this from philanthrophy.

43124. Have you considered the question whether State ownership of the railways would be to the advantage of the agricultural industries of the country?—I have not given it very much thought. Of course I have discussed it often with people who are strong advocates of it.

43125. Have they convinced you?—I do not think they have.

43126. What do you suggest in reference to that? What is your own opinion?—My own opinion is that amalgamation might be an advantage to the country. There are a great number of small lines of railway in Ireland which do not pay, and I do not think ever will pay; and they conduct their business according to their own sweet will, and it would be certainly very much better for the public to have them run by what I may call, without offence to the small companies, a responsible railway company; and if amalgamation would also mean the linking up of the various railway systems at certain points which I propose to mention to you, I think it would be a great advantage to the country.

43127. Do you mean that the railway systems should be in the hands of three or four or more separate companies?—Possibly three or four. Of course it is rather complicated by the fact that now the Midland Railway Company of England has come in and taken over the Northern Counties Railway, and, I believe, exercises a controlling influence over the Donegal Railways. You have got to deal with the Midland Railway Company.

43128. Do you consider that that has been an advantage to Ireland or otherwise?—I know the line pretty well, and I cannot say that it has been an advantage.

43129. It has not been?—I do not think it has; and I would go further and say that the influence exercised over Irish railways by the English railways is a bad influence.

43130. That is your view?—Yes.

43131. You suggest that there should be three or four large companies. Would you compel, say, the Great Northern of Ireland to take over the unproductive railways in its district?—Well, where they are guaranteed I do not see that the Great Northern would suffer.

43132. But where they are not guaranteed, where they do not pay their working expenses, would you compel the Great Northern to work them at their cost?—I do not think that would be fair. I do not think you could expect a successful railway company to suffer in that way.

43133. Someone would have to guarantee them against loss?—Certainly.

43134. Who is that someone?—You would have to fall back upon the State there again, because there is no other source from which you could guarantee.

43135. Then it would be a State guarantee?—Yes, and probably State supervision.

43136. Supposing it was State ownership with Irish management, what do you say to that—an Irish body to manage the railways owned by the State?—This is a subject that my Committee has never expressed any opinion upon, and if I give an opinion it must be taken as being my personal opinion.

43137. I am asking your personal opinion?—Personally I do not think that a State body would succeed any better in railway management in Ireland than different railway Boards have succeeded. I do not see how they could do much more with the resources under their control, and I think if some small suggestions which I have to make about railways were carried out the public would be accommodated just as well, as far as the conditions of the country permit, by the existing railway systems.

43138. Would you agree that there are many districts in Ireland that are suffering now from a want of railway accommodation?—Yes, suffering in a way which really might be amended very easily.

43139. What way?—I have marked on this little railway map here four points to which I will refer in my evidence later on, where different railway companies have failed to make connections. One is between Sligo and Bundoran, which would afford a connection between the Midland Great Western Railway Company and the Great Northern; another is between Ballywillan and Oldcastle, which would give similar connections; another is between Kingscourt and Carrickmacross, a distance of a very few miles, which would connect two very important parts of the Great Northern Railway, and the fourth is a connection between Shillelagh and Carlow connecting the South-Eastern with the Great Southern and Western. There are many others, but these occur to me as being very important, and I know from having travelled over the country what a difficulty it is to get from one part of the country to another owing to the lack of these connections.

43140. What do you suggest—that there should be light railways in these districts?—No; a continuation of the broad gauge so as to avoid the expense of transhipment.

43141. How are you to find the capital?—I think the companies ought to be compelled to make these connections.

43142. The existing railway companies?—Yes.

43143. At their own cost?—Yes.

43144. And risk?—Yes; none of them seems to be a very serious project from the point of view of length or expense.

43145. At any rate that is your view, that the existing railway companies ought to be compelled to make those lines, whether they pay or not?—I have not gone into the question of payment, but I consider that the railway companies have been given practically the monopoly of a very large territory in each case, and that it is only fair, having been given this monopoly, that they should be compelled to make these connections in order to convenience the travelling public. Dealing with the question of State ownership, the opinion of my Committee was, that as a considerable number of the railways do not pay, and cannot pay, a dividend now, it does not seem very likely that the dividend forms a very serious burden or prevents the railways from carrying at a low rate.

Chairman.—I think I understand your views.

Examined by Mr. Acworth.

43146. We had some valuable evidence from the Department of Agriculture yesterday about foreign rates. Would you say that the 10-ton rates that are given for various commodities, and especially in Germany and German-influenced countries, would be of any use, even with your organisation, for things like butter and eggs?—No; we seldom have 10 tons at a time going from point to point.

43147. Do you contemplate getting anything of the kind?—Not to any such dimensions as that.

43148. You can imagine getting up to a 5-ton rate, possibly a truck load rate, but not to a 10-ton rate?—We might conceivably, but it would be very rare.

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43149. Even that you do not get as a rule of course—it is really the ordinary tonnage rates that affect you?—Yes, they apply to lots of three cwt., and upwards.

43150. I want your opinion on a perfectly general question. We have had a good deal of evidence here that the rates on what I may call small parcels, passenger train parcels, are very high, and the conditions onerous; you would agree with me that it is very much more expensive to the railway company to do business in 40-lb. lots than in ton lots?—Oh, yes.

Rates for small parcels of perishables by passenger trains.

43151. What I want to ask you is this: Is it in the interest of the Irish agricultural industries that this petty retail business should be encouraged?—Well, yes, I think it is, because whether the business is done by an individual or through the co-operative society of which he is a member it is a great advantage to either of them to have facilities for doing a retail trade.

43152. Then we have got to accept this—the rates are said to be too high for the 20-lb. package?—Yes.

The 20-lb. package rate excessive.

43153. If they are reduced the company is at any rate losing some portion of its existing profit?—Yes.

43154. Which you say is not too much. Now, is that the best way in which the company can devote its profits, so to speak, or is it better to keep those rates up and help the more or less wholesale distributor? You see you cannot have it two ways?—I do not think it is fair to help one class of traffic at the expense of another.

43155. What is the interest of Ireland as a whole? Which is the best hope for the development of Irish agriculture—to encourage development in collected lots, or to encourage development in petty lots?—Yes, I follow you now. Unquestionably the interest of the country would be best served by the encouragement of large consignments—large lots.

The development of traffic in consignments of large lots recommended.

43156. Then I gather that supposing you could dictate the policy, if you saw your way to devoting a certain amount of additional revenue to the reduction of rates you would rather put it on the reduction of the tonnage rates than on the reduction of the parcel rates?—I should, because the margin of profit is very much higher on a small parcel than on a large parcel.

43157. That is from the point of view, not of the development of the railways, but the development of the country?—I think that is the soundest view.

43158. Of course, you would welcome the reduction of parcel rates if there was the money to spare?—Certainly.

And a reduction of parcels rates if money is available.

43159. But if there was not the money to do both, you would prefer to put it into the tonnage rates rather than into the small parcel rates?—Yes, if we could bring our wholesale production up to a proper level in Ireland I should be quite content to see the distribution left in the hands of the trained distributor, the ordinary shopkeeper, because production is far more important to us than distribution of a certain limited number of retail consignments.

The ordinary shopkeeper the best medium for distribution of produce to consumers.

43160. Then your production would be collected into a wholesale quantity?—Yes.

43161. How would it reach the retailer?—In the same condition.

43162. He could not take a ton of butter?—Oh, yes, they do.

43163. He is a wholesale retailer then?—The ordinary retailer who buys now direct from the creamery, we will suppose, or from the egg society, gets his three cwt. lot at ton rates; so he can always buy three cwt. unless he is a very small man.

43164. You are not anxious to get it into big lots and pass it through the middleman who distributes it into tons?—No, the tendency now is for the buyer to purchase direct from the society.

43165. Let us turn to another question in reference to the development of the dairying and poultry industries, and so on. In your view, which is the most important? You must have constantly had in your mind comparisons with Denmark, for example. Which is the most important? Is it the question of

Relative importance of the conditions of production and transit facilities.

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transit facilities, or is it the advantage that they have in keeping up a steady supply all the year round by their winter dairying that gives them the great pull?—All-the-year-round production is their strength.

43166. Of course we are devoting our attention here to questions of transport?—Yes.

Relative importance of the conditions of production and transit facilities.

43167. But in your view the conditions of production in Denmark, as compared with Ireland, have a greater influence than any question of transit?—Certainly.

43168. Is there any near prospect, or any prospect, of development of winter dairying?—Yes, a very considerable prospect. One does not like to prophecy, but I think, and hope, that in ten years we shall be treble or quadruple our winter supplies. We are being forced into it, because every year we lose our trade and have to regain it again at considerable loss.

The development of winter dairying probable.

43169. Now another question. You have spoken about careless handling?—Yes.

Damages in transit arising from careless handling of traffic.

43170. On the whole should you say the handling is more, or less, careless before it gets to the station or after it reaches the railway?—I say that in some cases I have investigated—I think it is only right to the railway companies to say this—alleged damage in transit was due to carelessness in handling by the society's own carter, but still that does not acquit the railway companies altogether.

43171. Of course not. Clearly one must recognise that your employees, or the railway company's employees, must be the people of the neighbourhood, such as they are?—Yes.

43172. Do you think they are more slack on the railway, or in your employ, than in their own homes?—No, I think they are more careful.

43173. You screw them up?—We try to make it as difficult for them to knock things about as we can by making the cases very large and clumsy so that they cannot throw them about. I daresay the gentlemen here know this—(I hope the reporters will not take this down)—that the railway porter is a very ingenious person; when he gets a big case that he cannot lift or throw, he "walks" it on its ends and edges; and often, of course, the eggs are all telescoped. The cases are only packed to stand a certain fall, not to be dumped on the end in that way. That is what causes the trouble.

43174. Just one question as to liability; of course all the cases you have been speaking of are owners' risk rates?—Yes.

Contracting company liable if goods sent at company's risk.

43175. You are of course aware that if you, in the ordinary course of your own business, choose to send anything by rail, you have a contract with the originating company, and it is responsible to you, and it does not matter a scrap where the things are spoiled?—That is not our experience.

43176. If you send it at company's risk?—Quite so.

43177. But the contracts are different if you choose to send at owner's risk?—Yes.

Undesirability of consigning at "owners' risk."

43178. Your view is that the disadvantages, in the butter trade at any rate, are so great that it is better to pay the higher rate than to send at owner's risk?—If I were to have a high class trade with firms whose custom I desired to keep I should invariably send goods at ordinary rate, and not at owner's risk rate.

Comparison of average rates between the two risks not available.

43179. You cannot help us with any sort of comparison of the average rates between the two?—No. I knew the Commission would be getting evidence from people much more competent than myself to give figures of that kind.

43180. I do not know that I would quite accept that. When did the French get the Agricultural Parcel Post?—I think it has been in existence about ten years.

General application of a low rate for small parcels recommended.

43181. You know the Great Eastern system for instance, in England—5-lb. for one penny practically, with a minimum of 4*d.*?—Yes, we have something like that in Ireland. Some of our railways—I think the Great Northern introduced it first—supply packing cases in which produce can be packed, and carry it at a comparatively low rate of, I think, about a halfpenny a pound, which includes carriage and delivery.

43182. Is that to England?—No, those are local rates.

43183. Something of that kind would meet your view if extended all over the country?—Yes; in the case of people who wish to do a high class retail trade those rates are not too high

43184. You would like to have some sort of interchange system between different lines, making it like the post office, as it were. You would not care what line it went over?—Yes.

43185. You have raised a very interesting question as to grading and packing in transit?—Yes.

43186. You said the 10 per cent. extra charge was prohibitory?—Yes.

43187. How much do you suppose this grading—and I gathered practically guaranteeing—the quality of the butter, would put on to the value of the butter?—Well, it has been estimated by people in the trade who profess to be judges of these things, that it would raise the value of Irish butter at least 2*s.* a cwt.

43188. That is just what I thought. I remember being told by an expert that you put up the value of butter a half-penny a pound by calling it "Normandy" instead of "Brittany." Your figure is 2*s.* a cwt.?—Yes.

43189. That is £2 a ton?—Yes.

43190. The average rate is, say, 40*s.* from Cork to London?—Yes.

43191. Ten per cent. on to that makes it 44*s.*?—Yes.

43192. If you can, by grading it, put £2 per ton on the value of the butter, why cannot you afford to pay 4*s.* a ton extra on the rate?—You have the expense of grading the butter, and until the consignors are educated in what each market requires you will have a great deal of breaking up of consignments, and re-making of consignments, and of having trouble in order that a man ordering a ton of butter to London may get his suitable consignment, and that another ordering a ton of butter to Glasgow may get the consignment which is suitable to his requirements.

43193. But you have got here, on your own or your friends' calculation, an increased value of £2 a ton to work on?—But not all round.

43194. You put somebody down, of course, but on the average you will increase the value £2 a ton?—Not on an average. But it is argued by people opposed to this system that butter which did not succeed in getting a first grade would have to be sold very much lower than it is now sold.

43195. Is that so?—Yes; it cannot be for a moment calculated that we should get £2 increase all round.

43196. Would your £2 figure mean that it would be only the best quality of butter that would be increased?—Only the best quality.

43197. Still, you will agree with me, I am sure, that unless you are going to make a much greater improvement than 4*s.* a ton it would not be worth doing?—It is not so much that, but it is the confidence that it would give the buyer in the quality.

43198. Supposing you are going to make an increase, and a large increase, in the value of the butter, is it not reasonable that the railway companies should get 4*s.* a ton out of it for their extra work?—I do not see what extra work they would have. The whole work was supposed to be done by the associated creameries.

43199. Surely they would have to unload and load again?—They have to do that in any case. The loading, I should say, would have to be done by the officials of the grading depot.

43200. Your suggestion would be that there would be no additional expense to the railway companies whatever?—There might be some additional expense, but if the price of butter were enhanced by this system the traffic certainly would increase very materially, and ultimately the companies would get it back.

43201. In what we have been saying we have not been discussing the question whether the possible seller would be entitled to bring an action in the Railway Commission Court for undue preference; the railway companies are not very much inclined to be shot at?—Naturally.

43202. There is, of course, that risk?—There is that risk if any of this butter were permitted to be sold in the town in which the depot was situated, but supposing it were all sent for cross-Channel traffic?

43203. We had better not argue the undue preference case at this stage. I want you to tell me about those new potatoes—is that a case within your

own knowledge?—Yes, that particular case in the Arran Islands.

43204. Let us see. The first consignment was sold at 6*d.* a pound?—Yes.

43205. That is £54 a ton, roughly?—Yes.

43206. The freight, I suppose, could not be more than 54*s.*?—I forget what the freight was, but the Midland give us a low rate.

43207. It could not be more than 54*s.* a ton—probably not as much. Do you really say the next consignment was sold at a price less than one-twentieth of the first?—I did not bring them over, but I have the sale notes of the second consignment and of the first. The first shows a very large profit to the growers, and the second gives actually only a few shillings return after paying the railway freights.

43208. The first consignment was sold for 6*d.* and the second for a farthing?—Probably. One thing happened which I ought to have mentioned. The weather was very stormy, and the second consignment was delayed in getting from the island.

43209. Probably the potatoes got their skins broken as well?—Probably. That would reduce the value very much indeed.

43210. If it is a fact that such a price can be obtained, under good conditions, as 6*d.* a pound, it cannot be supposed that the cost of carriage, which could not be more than a farthing, could have been the influencing circumstance?—Oh, no. I mentioned that case because I thought it would be of interest to show the Commission what might be done in developing this kind of cultivation in the West of Ireland.

Chairman.—In the case of Jersey, where the new potatoes come from, they begin at £40 a ton, and finish at 40*s.*; but they do not vary to the extent of the case you mentioned. That must have been something very exceptional.

43211. *Mr. Acworth.*—We must not suppose that the cost of carriage was the reason for giving up the trade?—Well, I suppose you could hardly say that was the entire reason.

43212. If you could have got your potatoes in at 2*d.* or 3*d.*, not to say 6*d.*, the cost of carriage would have been only a small part?—Yes.

43213. I will say no more about that. Now take the case of raw materials inward. Take sulphate of copper. Sulphate of copper is pretty valuable, I forget what it is, £1 a cwt. or something of that sort, is it not?—More than that.

43214. You say that ought to be carried at a nominal rate?—Well, having regard to the use to which it is applied.

43215. Take it so. I see the point for a low rate, but when you say a nominal rate (that is your phrase) that means practically a rate that may not even cover the expenses, because you are going to get them back afterwards?—I think you will have to deal generously with the kind of people who want to be encouraged to use sulphate of copper. It must be remembered that the people we wish to see using sulphate of copper are people who have to be encouraged and coaxed to use it.

43216. I quite follow; and you think, under those circumstances, it would be reasonable to carry it at a price that left no profit?—I do not say that—I presume that the railway companies are not carrying at a nominal rate at present.

43217. When you said a nominal rate, I took that to mean at a rate that did not leave a direct profit?—Perhaps "nominal" is hardly the word—a still further reduced rate.

43218. Take it at a rate that will cut down the company's profit. Now, the result is that you would produce more potatoes, and then the Agricultural Society says: "I want you to reduce the rate for potatoes outward to compete with Jersey and Algeria"?—No, because you do not require sulphate of copper for the early potato trade.

43219. Take it in anything else where you want to encourage the trade. Take artificial manure. I only took that instance at random?—I did not say the people would sell their potatoes, but what I wanted to argue was that if you had a good potato crop you could feed more pigs, and the carrying of pigs, I fancy, is a pretty paying business for railway companies.

43220. The way I want to put it to you is this—if you are to cut down your charges on raw materials inwards in order to encourage the outward traffic, and then when the outward traffic comes you are to cut down your charges on that in order to compete with foreign countries, where is the poor railway to come in?—What I said was that where crops could be grown in larger quantities it would pay the railway companies well, in consequence of the increased traffic, to carry these raw materials at very low rates.

43221. I quite admit that you did not put the two points together. I put them together for you. Have you not suggested that cream should be carried cheaper?—Yes, but I did not suggest that butter should be carried cheaper.

Proposed guarantees to railways against loss on reduced rates.

43222. I do not want to press you too far in the least—I only wanted to raise the point with you. Now, tell me this. You spoke of giving guarantees to companies to guarantee them against loss on temporary reductions, or tentative reductions?—Yes.

Practicability of working the scheme.

43223. As a matter of practical politics, do you think it would be possible to give a reduction of that kind to twenty different companies—could you give so much to the Cork and Bandon, and so on?—I think it might be rather difficult to arrive at whether that particular branch of traffic was being carried at a profit or a loss. That is the difficulty I anticipate about it, but I do not believe it is beyond the power of the railway companies to be able to answer the question as to whether the traffic were a profitable traffic or not, and if not, to what extent they lost money by handling it. At a meeting of the Council of Agriculture, of which I am a member, held some two years ago, I think it was, a resolution was unanimously adopted recommending the Department of Agriculture to subsidise the railway companies wherever it could be shown that a subsidy would enable the railway company to handle a certain class of traffic at such rates as would give an inducement to an industry to improve.

Resolution in favour by the Department of Agriculture.

43224. That is just the point I want to ask you about. Is it your suggestion that you should make a rough and ready bargain with the company. "Look here, we want such and such rates reduced; if you do it we are prepared to give you so much money"; or would you attempt to work out what the reduction would be, and pay that precise sum?—I certainly would not give them a subsidy; I would let them work it out, and show in black and white, as far as they could, how the traffic had resulted, and then pay the difference, if there were a difference, against the railway company.

43225. Do you not think you would get the worst of that bargain? Do you not think they would be experts in making up the accounts?—I think the Department of Agriculture might be trusted to look after themselves. They have experts, too, and I think they could probably see themselves safe.

43226. I only raised the point. I wanted to know what you would say about it?—I admit the difficulty at once of telling whether a certain class of traffic pays or not.

Objections to nationalisation

43227. I am interested in what you say about nationalisation. You say that it would mean creating another Board in Ireland?—Yes; I am afraid it would.

43228. As you say you are afraid, I am afraid that must mean that you have not much opinion of the existing Boards?—Perhaps I had better not answer that.

A Government Railway Board would not be sufficiently responsible to public opinion.

43229. Let me put it in this way: I see you say such a Board would probably be insensible to public opinion?—To a very large extent.

43230. And that is an opinion founded upon experience?—Not always; but I think it would be insensible to arguments to which the railway companies at present very often yield.

43231. I see you speak of the criticism of shareholders?—Yes.

43232. Do you think that really has a practical effect?—Sometimes; very, I think.

43233. For example, what is your view. Take a railway like the Belfast and County Down or the Northern Counties, which has a local office in Belfast. Does it seem to you an advantage that a local railway should have its people upon the spot and accessible to the local trader?—Yes, I think so.

The present system of local administration preferable.

43234. You would rather get that than have it concentrated in Dublin?—Yes. I think it would be more satisfactory. Of course, I assume that if the railways were nationalised local grievances would be dealt with locally by persons deputed from the Central Office to do so.

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43235. One other point. Might I look at your map?—I think I know where Shillelagh is, but I am not as sure of it as I might be. You gave four instances, and Shillelagh is the one that sticks in my mind. You propose to carry on the Tullow branch to join at Enniscorthy?—Across to Carlow.

43236. That would give the Shillelagh man a much better and shorter route to Dublin by the Great Southern than he at present has by the Dublin and South-Eastern?—It would give an alternative.

Suggested railway extensions.

43237. Looked at on the map it is a better route?—When I talk of linking up those, I should say a man would have an option of going by one route and coming back by another.

Shillelagh and Carlow connections.

43238. The point I was going to put to you was this: It would give the man at Shillelagh, who at present is the private property of the Dublin and South-Eastern, a chance of going to the Great Southern?—Yes.

43239. Do you think it would be quite reasonable to make the Dublin and South-Eastern pay part of the cost of that operation?—I do not see anything very unreasonable in it.

Responsibility for its construction: South-Eastern or Great Southern?

43240. Is it reasonable to make a shopman pay for the decoration of his rival's establishment?—It is largely a question of traffic facilities. If the facilities on the Dublin and South-Eastern were better than on the Great Southern and Western I presume the Shillelagh man would continue to travel that way.

43241. The Dublin and South-Eastern has got the Shillelagh man at present, safe?—From their point of view.

Or apportionment of cost between both companies.

43242. I am not arguing the interest of the Shillelagh man; I am only asking whether you think it would be fair to make the Dublin and South-Eastern pay to help their neighbours to take their traffic?—In that case, if the Dublin and South-Eastern were to be the company which were to lose by the transaction, I take it whatever tribunal ordered the construction of this line would fix the amount to be paid on each railway company in proper proportion.

43243. I follow; and it might be none?—It might be none.

43244. You would not expect that the tribunal should have power to make the Dublin and South-Eastern pay the whole of the cost?—I have not gone into that.

43245. It does raise difficulties, does it not?—Certainly.

Examined by Mr. SEXTON.

Effect of English companies' influence over Irish lines not beneficial.

43246. You have said—I think with special emphasis—that you think the influence of the English railways in Ireland a bad influence?—Yes.

43247. Will you develop that view?—Well, it is quite natural to argue that a large and wealthy corporation like one of the main lines in England acquiring a small line in Ireland will work that line in the interests of the larger concern rather than in the interests of the small one. That, I think, is the answer which I would give, and I must say that I have not seen any improvement in the Belfast and Northern Counties Railway, over which I have travelled pretty frequently, since it was taken over by the Midland.

The influence growing.

43248. We have had that from other witnesses. Is the influence of English railways upon Irish railways a growing influence?—I think it is, because you have a representative of the London and North-Western as a director of the Dublin and South-Eastern now. That is one instance of where the influence has grown.

London and North-Western, Gt. Western, and Midland instanced.

43249. You have also a combination between the Great Western and the Great Southern and Western?—Yes.

43250. And you have the Midland proprietorship, or part proprietorship, extending to the Western coast of Ulster?—You have, over the Donegal railways.

43251. Is it an influence likely to grow?—I should think it is likely to grow in the case of necessitous Irish railways, although the Belfast and Northern Counties could not be classed as a necessitous railway, because it was paying a good dividend at the time of purchase. But certainly in the case of the poor Irish railways I should think it is very likely to grow. It depends upon whether the English railway companies think the property worth acquiring.

43252. And considering the general poorness of Irish railways and the resources of these colossal English corporations, does it appear likely to you that unless some effectual method is employed to check it the English interest will become financially dominant over the Irish railways?—I think so. Of course, it may also be said that the acquisition of an impoverished railway company by a very rich corporation would tend to better working, greater facilities, and so on.

43253. There comes in the question of the separateness of English and Irish interests?—Yes.

43254. If the English railways acquired either wholly or mainly the Irish lines, and the English railways continued to encourage the highly organised traffic in large consignments from the Continent, what would become of Ireland—the country of small consignments?—I am afraid it would fall upon very evil times.

43255. Again, if the English railways had control of the Irish lines—I mean effectual proprietorial control—what chance would the Irish manufacturers have of defending themselves against the low import rates certain to be allowed from Great Britain to Ireland for the purpose of stimulating English manufactures, and getting traffic for the English lines?—That is a danger I had not foreseen; but I quite see that it might be a very real danger to Irish industries.

43256. These two things must spell economic ruin to Ireland?—They would be very injurious.

43257. Is it not our duty, therefore, to endeavour, before the question reaches such a critical phase, to do something to protect the interest of Ireland?—I do not see how it could be done further than for some still more powerful body than any railway company to step in and acquire the Irish railways.

43258. Precisely. So long as the individual Irish company, more or less needy, is open to the temptations of the plutocratic railways in England there is no safety for Ireland except by public ownership of the lines?—Yes. I do not know whether it would be an improvement. My opinion is that unless you had a very carefully constituted body, which had the interests of Irish agriculture and industry at heart, and who were supervised very carefully in their work, I do not know that that would be any better than the existing railway companies, but I do see very plainly the danger that you point out—that if the railway companies are left to themselves, and if an Irish railway company is left in poor circumstances, and fails to pay a dividend, its shareholders may be very anxious indeed to see it acquired by an English company, greatly to the detriment of the industries and traffic of the country.

43259. In the event of an Irish railway company finding it very hard to pay three per cent., and an English railway, for reasons of its own, finding it convenient to offer to take over the line at a premium, that is a temptation which the shareholders of the Irish railway could not be expected to resist very long?—I am afraid they would be bound to yield to it.

43260. As you have answered me so fully, let us discuss the question of public ownership a little. You see a policy of subsidies is a very partial policy, and, I think you will agree, open to this criticism—that when you subsidise a certain class of traffic, probably that most needing stimulation, you deaden the interest of the railway company in that class of traffic?—Yes.

43261. It is easy to see they would prefer to have the subsidy and let the traffic remain undeveloped?—I think the subsidy could be arranged in such a way as to bear some relation to the stagnation or growth of traffic.

43262. Still, unless the railway company saw its way to develop the traffic so as to bring in as much as the subsidy by way of rates, it would be an easier thing for them to have the subsidy; there is that danger?—Yes.

43263. As to a policy of amalgamation, if you amalgamate all the lines you enable them to apply any profit due to reduced working expenses to increased dividends; while if you purchase the lines and unite them, any saving of that kind might go in reduction of rates?—Yes.

43264. If you carry out a policy of amalgamation you place an obstacle in the way of a policy of purchase. That, of course, would not be in the public interest?—I should think, after all, that amalgamation would be a very necessary and essential preliminary step towards the State ownership of railways.

43265. But State ownership might either proceed gradually or at a jump?—Yes.

43266. You say that your society has not expressed any view upon the question of State ownership?—No; any views I gave upon the subject are purely my own.

43267. And you have not yourself given any very careful thought to it?—No.

43268. You know that public ownership is the rule throughout the world, and private ownership rather the exception?—I am not aware of that. As I say I have not made a study of the question, and I have no figures before me to show that that is so; but in America, where I have been, I do not think it is so. I think the large railroads of America are operated by companies.

43269. There are two countries still where private ownership survives and prevails—Great Britain and the United States?—And Canada.

43270. Well, yes—Canada. I should class that with Great Britain. But elsewhere throughout the world the prevailing and growing rule is, I submit to you, public ownership?—Well, in South America, too, I believe the railways are all independent concerns.

43271. Some in South America?—Yes; there are several very large ones there.

43272. Take the countries of Europe, also Australia?—Well, France, I think—if I recollect aright—some of the railway systems in France are private.

43273. France is one country in which most of the lines are still privately owned. Take the other countries.

Chairman.—In France they are guaranteed by the State.

43274. *Mr. Sexton.*—There are special relations, even in France, between the railways and the State?—I am afraid my knowledge of the Continent is too limited to make my evidence of any value on this point. I know a little about Denmark, because I have been studying this dairy question in Denmark. There I believe the railways are largely controlled by the State. In Sweden I know the railway systems are not altogether so, but there are some independent, and my own experience was that the State-controlled railway I travelled on was not as good as the private concern.

43275. I am rather suggesting to you that the question of State ownership must not be treated nowadays as an abstract or experimental question, because it has been widely applied and tested throughout the world?—Might I, on the other hand, suggest that on the Continent the railway question is inseparable from the military policy of the country, and that the Government of the country has to retain under its control and in its hands the means of transport of large bodies of troops from one point to another.

43276. The Chairman pointed out at a former sitting that that was not the case in New Zealand or Australia?—No.

43277. In countries under all conditions, old and new, the evidence before the Commission is that public ownership of railways has stimulated trade, and led to large reductions of rates and fares?—Well?

43278. Now, assuming a similar and corresponding result were to follow in Ireland (unless Ireland is outside all rules, and to be regarded always as an exception), would not that be a decisive reason for public ownership?—Certainly, if that could be demonstrated.

43279. I think your objection is to an Imperial Board—a Board of the pattern so familiar in Ireland?—Yes, my objection would be very strong to that, I think, and my objection would be equally strong to a Board composed of people other than experts.

43280. First the Imperial matter. You have expressed it very strongly, and I think very well you have said that a Board of the type of which we have so many examples in Ireland would be less vulnerable to attack, and more insensible to opinion, than the existing railway Boards?—Yes.

43281. That is saying a good deal, perhaps?—Yes.

43282. You intended, of course, to refer to a Board controlled from London?—Yes. I presume something analogous to the Board of Works, and you could hardly get anything more insensible than that.

43283. I agree it is pachydermatous. Your view is that a Board controlled from England is naturally careless about Irish opinion?—I should say it cares very little about any opinions except its own, but even if it were controlled from Ireland, it might possibly be insensible to public opinion. I mean if it were in the nature of one of the Government Boards which are controlled now by the Irish Government, I cannot see that those bodies are a bit more sensible to public opinion than those controlled by the Treasury.

Question as to the most suitable body to control Irish railway policy.

43284. What you have courteously and politely called the Irish Government is itself controlled from London, so that you only remove the thing one step back?—Yes.

43285. Surely it is axiomatic that if you want any agency in Ireland to be effective for Irish purposes, it must be responsible to Irish opinion?—Yes, but I think I should like to qualify that by saying that Irish opinion would have to be pretty well educated on the subject before it could exercise a wholesome influence over any body of the kind.

Any Irish agency to be effective for Irish purposes must be responsible to Irish opinion.

43286. Take the whole Irish community as it is, with whatever defects it may be thought to have—would you not say it is upon the whole the best judge of Irish interests?—Yes, I think so.

43287. Then the necessary alternative would be control by a body not responsible to English opinion or the Imperial Government, but to Irishmen, and if such a body were constituted upon an appropriate basis, so as to give due weight to opinion deserving weight, do you not think that would be the most likely method to adopt in order to use the Irish railways, in the terms of Reference to this Commission for "the development of the industrial and agricultural resources of the country"?—I think if you had such a body selected by proportional representation you might possibly have a very useful body, but if you left it purely to popular election, I can conceive a chaotic state of things arising much worse than the present state of affairs.

Suggestion that the body should be selected by proportionate representation.

43288. Chaotic if the public worked the railways for themselves?—I mean if the body which was to control the actions of the Board were to be popularly elected, I can conceive chaos arising.

43289. If the body were to be elected by the farmers?—I do not think the farmers are the only people to be considered.

43290. And by the traders and other electors of the country?—If you had the various interests represented proportionately to the interest they have in railway matters, I think you might conceivably get the body you want.

43291. You say that if they did not work through experts there would be chaos, but no one has suggested that the public controllers of the railways should work the railways themselves?—I did not say that—what I said was that if the body that was to control the policy of the body managing the railways were to be popularly-elected, it might result in chaos.

43292. You have said yourself that the inland rates are really prohibitive?—Yes.

43293. And I think you are sensible that the export rates do not enable the Irish producer to compete on fair terms with the Continent?—I would not go so far as to say that. I do not think I have said that the through rates from Ireland, where they exist, have imposed a serious barrier to the progress of any industry there that I know of. There may be some, but I do not know of any. But I do maintain that the inland rates, and the absence of through rates from station to station, are most injurious.

Complaint as to the inland rates, and the want of more extensive through bookings.

43294. *Mr. Acworth.*—Through rates from station to station in Ireland?—Oh, no—the absence of through rates from some stations in Ireland to stations in Great Britain.

43295. *Mr. Sexton.*—The issues I have suggested is whether or not the inland rates from Ireland compare advantageously with the rates from the Continent. Surely the general intelligence of the country, duly represented in a central body, might be trusted to deal with those questions in the interests of Ireland?—Yes, I think so, if they were fully informed.

43296. Where interests are at stake information is gathered without much delay?—Yes.

Irish inland rates *versus* Continental.

43297. You have said if there were experts under a public authority the same men as now would become absolute dictators, but you see that if there were a competent public body the experts would be under effective control?—I suppose they are under the effec-

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tive control of their various Boards of Directors now. I should imagine each railway manager is under the control of his Board of Directors.

43298. But the Board of Directors may not always lead the expert to answer the public needs in the same way that the public body would?—I would not like to go so far as to admit that, because from what I know of Irish railway directors, they are, generally speaking, public-spirited men who wish to see their lines prospering and industries prospering along each railway system. I do not think they take a particularly narrow view of their duties.

Composition of the most suitable body to control Irish railways.

43299. Have they acquired so much knowledge of Irish railway matters as to be of much help in guiding the affairs of those railways?—I would not say that, but I know many railway directors who are exceedingly capable.

43300. And a good many others who could direct anything else about as well as a railway?—I think so—the Irish people are very versatile.

Estimated cost of State purchase.

43301. It would be very material, of course, in deciding this question of public ownership, to consider whether it would provide a fund out of which rates might be reduced. Assuming that the public credit is applied to purchase on the basis of the Act of 1844, twenty-five years' purchase on the annual average of three years' profits would come at present to something like £42,000,000 sterling, and if that were borrowed at the rates at which the State can borrow, it is obvious that, even allowing a margin for present discount on stock, the annual charge for interest on the purchased system would be very much less than the net profit is at present?—It would depend upon what they were able to borrow it at.

43302. I assume that the State lends the money?—At what rate per cent.?

Margin between net profits and interest on purchase money.

43303. Suppose you say 3 per cent. (in order to ensure the issue of the stock at par) that would be about 1¼ millions per annum?—Yes.

43304. And the net profits are about £1,600,000 now?—Yes.

43305. There is a margin of about £400,000 there. Surely you will not contest that the unification of the railways would result in great economy?—It might. I do not know what economies it would be possible to carry out in each railway system under a unified arrangement.

Economies from unification of management.

43306. I speak in the presence of some of the most distinguished railway experts, and I would submit with much confidence that not only would economy be feasible, but almost inevitable in all departments?—The only evidence I have is the amalgamation of the Great Southern and Western and the Waterford and Limerick Railways, and as far as I know, there were very few of the old hands turned off, and I do not know that there has been very much economy. I know that before the amalgamation took place I was Trustee for some stock in the company which I sold out at 148½. I do not think you could get that now.

Case of the Gt. Southern and Western and Waterford and Limerick Railways.

43307. The Great Southern and Western made a special case in arguing that question. They used uncomplimentary terms after the amalgamation with regard to the condition of some of the lines they had acquired, and said they had to bring up these lines—their permanent way, equipment and rolling-stock—to the level of the Great Southern, which was one of the leading railways in Ireland, and that this necessitated a scale of expenditure which put economy out of the question for a time. I think that is a fair summary of the Great Southern and Western case, but, speaking generally, amalgamation and unification must result in economy. Take the case of the Scotch railways, which are worked at 54 per cent., whilst the Irish are worked at 62 per cent.—does not that contrast indicate that in Ireland a process of amalgamation more complete than that of Scotland would result in even greater economy?—I think the conditions in Scotland are wholly dissimilar to those in Ireland. There is a very much more concentrated traffic in Scotland than in Ireland.

Exceptional circumstances affecting their amalgamation.

43308. No doubt, but still they pay much higher wages, and on the whole, I think you will agree on reflection that the Scotch pecentage does rather confirm the view that concentration leads to economy?—I do not know enough about the relative traffic of the two countries to be able to express an opinion on that point.

Canvassing and other expenses to be saved by a general amalgamation.

43309. But when you change from twenty-five or thirty separate and contending systems, canvassing against each other for traffic, and maintaining wasteful services for the purpose of taking traffic, when you bring all that into coherent and homogeneous concern expenses must diminish?—I wish I could point to a single case in Ireland where two companies are competing for traffic. That is just our trouble.

43310. Not in rates, but in facilities?—Very little.

43311. They have canvassers, and they have to pay them?—But I think the canvassers are for certain routes rather than for certain railways.

43312. Where there are two routes, it is the same point—there are more services than they need have, and one administration would tend to economy?—Take the case of Cavan, where there are two services?—I cannot say that it has struck me as very forcible.

43313. I say that the payment for canvassing and for dual routes is wasteful, and that the abolition of them would necessarily lead to economy—and that is only one typical case. Now, assuming that public ownership were brought about, and that consequently there was a unified system of working, with a prospect of a fund sufficient to enable large and practical reductions to be made in the rates requiring them, that would be a very weighty reason for the change?—Certainly.

43314. Might I now, with your permission, briefly summarise your criticism of the companies? You say they are not responsive enough to the public needs?—I do not think I said that. I said that the railway companies did not, in my opinion, respond sufficiently to the attempts made to simplify their business.

43315. You gave a very striking proof of that—you said you believed the railway companies were sensible of the value of the services of your Society?—Yes.

43316. In enabling them to deal with small consignments?—Oh, they have said so freely enough.

43317. Yet what happened when you asked them to assist you in reference to the provision of a grading depôt for butter in Dublin—they refused, did they not?—Yes.

43318. Even during the periods of the year when winter dairying is not in question, Ireland suffers by reason of the want of grading machinery?—Certainly.

43319. Is it not vital to Ireland, in the struggle with Denmark, which has now become so formidable in this butter trade, that the quality of the butter exported from Ireland should be unquestionable?—It is very important. I would not like to say vital, but it is very important.

43320. There is nothing more important?—Nothing more important.

43321. All that you asked the railways to do was to allow you to examine the grades of butter at Dublin, and possibly to change some of it from one class into another?—Yes.

43322. The railways would not have had to do any different work—they would simply carry as before?—That is so. Of course, we selected a point at the North Wall where the railways all converge, in order to simplify the business for all of them.

43323. They would deliver it as before in Dublin?—Yes.

43324. You asked them to accept the same rate?—The ordinary through rate.

43325. They refused?—Yes.

43326. They said, "If we accept the ordinary through rate, or our actual share of the existing through rate, and allow you to grade the butter at Dublin, then other people who send butter from the country to be sold in Dublin would expect to have it carried at the same rate"?—Yes.

43327. That is to say, they would carry the butter for export at a lower rate than the butter for sale in Dublin?—Yes.

43328. You said, "Well, to provide against that we will guarantee that none of the butter sent for our purposes is sold in Dublin, so that the market there cannot be affected"?—Yes.

43329. That would furnish them with a reply, would it not, to the Dublin people who pressed for the lower rate?—I think so. I do not know—it might be a case of alleged undue preference—but I think that it would be a complete answer.

43330. At any rate, they would be able to say to the Dublin people, "It does not affect the Dublin market"?—Yes.

43331. But they insisted, however, upon putting on a tax of 10 per cent.?—They said they could not do it without that.

43332. So the Irish butter trade to the present moment is being carried on without this necessary provision for grading?—There is no provision for grading.

43333. With regard to the financial argument of Mr. Acworth about so much per ton for the price of butter, and so much per ton for freight, surely the creameries and your society knew what they were about—they knew that the 10 per cent. tax would be prohibitive. If they had thought it would have allowed a fair profit, they would have agreed to pay it?—Yes.

43334. They were driven to refuse?—Yes.

43335. In other respects, as to grading of eggs and carrying of cream, have you obtained due facilities?—We grade the eggs locally. It is different there. The grading of eggs is a much simpler matter than the grading of butter. You require to test the egg for its freshness, and to grade it for its weight. That is all you do, and then one egg is as good as another.

43336. Have you facilities for doing that?—Not altogether, because the local rates are pretty high.

43337. It is essential to the prosperity of the industry to have provincial grading stations?—Yes.

43338. Notwithstanding the prospect of double traffic, the companies have not given you rates which would enable you to establish such stations?—We have not made a formal demand to the Irish railways as a whole—we have merely made inquiries as to the rates at present in existence; and the reason we have not asked the railway companies to give us a special rate for this class of traffic is that we wanted to experiment with it, and to find out the most economical way, and the most economical area, for a grading depôt to operate over. When we have arrived at that we shall go to the railway companies and ask for those concessions; but at present the rates do not admit of our availing ourselves of railway transit.

43339. The Irish egg trade has now become almost as important as the butter trade, and the egg and butter trade together nearly as important as the cattle trade?—Yes.

43340. And the Irish butter trade is allowed to remain under the hampering condition that the quality of exports is not sufficiently ascertained?—Yes.

43341. Now, we have heard a good deal about early potatoes from the Island of Aran. The first consignment was sold in Dublin at 6*d.* per lb?—Yes.

43342. And they sent a second consignment, and no other?—They sent no more.

43343. The must have found some condition prohibitory?—After the second consignment it would be too late to send them to the Dublin market. That year there was an exceptional occurrence—they had a slight frost in the Island of Aran, and that rather delayed even the first consignment. But, late as it was, they got a remunerative price. But the second consignment practically arrived too late on the market, and although it could have been sold at a fair price, the freight would have killed the business.

43344. Still, early potatoes might be well grown at Aran, not in one year only, but in every year, and there is a good market in Dublin, not one year, but every year, and unless something had stood in the way, the early potato trade would have been continued and developed. Now what stood in the way—the freight?—I do not think the freight altogether.

43345. Is it substantially that—is it too high?—That, no doubt, has had a good deal to do with it. No doubt, a specially low freight would give a great encouragement to an industry of the kind there, and it might also lead to the growing of spring flowers, as it did in the Channel Islands; because they can grow them there as well as anywhere.

43346 My suggestion is that, the producers being still in Aran and the consumers in Dublin, and the one experiment having resulted so brilliantly, there was nothing that stood in the way but the freight?—There is another thing which, in justice to the Irish railway companies, ought to be mentioned. The communication between Aran and the mainland is very uncertain owing to the bad steamship service.

43347. Now let me run over the various points you have made against the railway companies. You think through rates should be compulsory?—I do.

43348. You think the contracting companies should be suable as on the Continent?—Yes.

43349. That is one good result of State ownership?—Yes.

43350. You think there should be a produce Parcels Post?—Yes.

43351. You say that in case of loss or damage proof of malice is impossible, and that proof of culpable negligence should be sufficient?—Yes.

43352. You think the owner's risk rate is not low enough?—Not at present.

43353. You say that the butter and egg traffic are still neglected—the butter is left to lie in the sun and eggs get wet and broken?—Yes, but not to the same extent as formerly.

43354. Still to an extent provoking you to complain?—Occasionally, yes.

43355. You say that the rates on limestone and other manures are not such as to induce the farmers to use them?—They do not use them. We tried to get some of our societies in parts of Ireland, where there is no limestone, to bring it from districts where limestone was in profusion, but they found on getting particulars of the rates that they could not bring it from one part to another economically.

43356. You think that the prospect of increased traffic ought to be sufficient inducement for the railways to give lower rates?—Oh, no; we thought the companies ought to get a sufficient rate for the carriage of this stuff, but at the same time it should be a very low rate.

43357. But such a rate as would induce the farmers to use it?—Yes.

43358. We had the Prime Minister of New Zealand before this Commission, and he said in answer to the Chairman that in New Zealand the railways carry lime free for 100 miles when it is to be used by the consignee for his farm. The purpose is to develop agriculture and agricultural traffic. That is a good example of intelligence in railway management?—Yes.

43359. You say that the conditions attached to the hiring of refrigerating wagons are such as to prevent their use?—They do not use them much. I have particulars here, but I did not put them in evidence, because I did not look on the matter as one of great importance. Last year they were not used at all because it was so cold.

43360. You suggest that where two great lines approach each other they should be compelled to make connections at their own cost and risk?—Yes.

43361. Do you know why they do not make these connections?—I do not know, but I can imagine what the reasons are.

43362. It could hardly be what Mr. Acworth said about Shillelagh, because when two towns now separate are connected the change will cut both ways. There will be a certain element of traffic from one to the other, and conversely?—Yes.

43363. Is it not rather the running powers which are feared?—They are not popular.

43364. A railway company would perhaps consider the acquisition of running powers for itself over other lines too dearly obtained at the cost of giving running powers over its own lines?—Yes.

43365. I think the last item in your evidence was that the rates on milk in Ireland to Irish towns, and among them to Dublin, which you think in the worst condition, are such as to deprive the poorest classes of this necessary of life?—It makes the chances of getting pure milk very small.

43366. You have very properly dissociated yourself from unqualified abuse. You say that your Society has never shared in the general chorus of abuse of Irish railway companies. Do you mean still to convey that Irish opinion of the railway companies generally expresses itself in that form?—One hears a good deal of that kind of criticism in Ireland. I think where railway companies are condemned without giving a specific reason for condemnation you can call it nothing but unqualified abuse.

43367. I agree with you. This Commission itself has had the experience of having the opinions expressed before it founded upon specific facts?—Yes.

43368. Does it not occur to you that Irish railway companies might prefer to be abused rather than have to answer so many counts as are contained in your evidence?—I do not know. If my evidence is true, as I hope it is, I do not think any railway company

Points made against the railway companies:—

Liability of contracting carriers;

Produce Parcels Post;

Owner's risk not low enough;

Careless handling of traffic;

Low rates for limestone required;

Free carriage of limestone in New Zealand for agricultural purposes.

Non-use of refrigerating wagons.

Compulsory connections between contiguous trunk lines suggested.

Complaint as to excessive rates on milk.

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need resent having the truth said about it, and not in an unfriendly spirit, because we are not unfriendly to the railways.

Mr. Sexton.—But reasoned and cogent evidence is even more inconvenient than abuse.

Examined by Mr. ASPINALL.

The project for a butter grading depot in Dublin.

43369. With regard to these grading depots which you wanted to have, did you propose to have a grading depot of your own?—Yes.

43370. Did you ask the railway companies to allow you to make their terminal stations in Dublin that grading depot?—No; we approached the London and North Western in the matter because at their station they had spare ground for building purposes, and it also afforded an opportunity of making connection with all the different lines which converge there, and the London and North Western offered to erect the necessary buildings for us, charging us just interest on the outlay, and without stipulating which route the traffic should follow outwards. We thought it very fair and were prepared to negotiate on that basis.

The L. and N. W. Ry. Co. approached on the subject.

Proposals dropped owing to excessive rates.

43371. Who objected?—Nobody objected, but we did not go on with it. We did not put the London and North Western to the expense of erecting these stores when we could not get a low enough rate for the conveyance of the goods.

43372. I thought your point was that you could not get a through rate at all?—No; what the companies offered us was a through rate 10 per cent. higher than the existing through rate, the 10 per cent. being put on for giving us the privilege of allowing us to intercept the goods and break bulk.

43373. Would you not have been willing to bear the whole expense of putting up a building of your own?—No, because in the first place we had not very much capital, and it would have been difficult to have got the different societies in which we are interested to have joined in putting up sufficient capital for the purpose.

43374. But you were willing to pay a rent?—Yes.

43375. Which would cover the cost of outlay?—Quite.

43376. Would you have been willing to consign everything which you would have sent right through to the destination, so that none could have been used in Dublin?—Yes; we would have done that.

43377. Did you do that for any other port besides Dublin?—No; we determined to make the experiment first in London.

Examined by Sir HERBERT JEKYLL.

Winter dairying.

43378. Are the conditions for winter dairying less favourable in Ireland than in Denmark?—No, they are more favourable, I should think.

43379. Why is it not done?—It has never been customary to go in for it. The Irish farmer is an exceedingly difficult person to get away from his old customs, and I think farmers all over the world are very much the same. I may explain that in the old time, when Ireland was really a butter-producing country, the butter was heavily salted, and it was kept from summer to autumn and winter, and even spring, and as no country was producing unsalted butter at those seasons the Irish butters held the top of the market and realised fine prices. Well, it took a very long time to persuade the Irish farmers that that was a very bad custom, and the only thing that did persuade them was when the price fell to such a low figure that they had to give it up. Then they took to creameries, but continued the summer system, and now they are seeing the necessity of increasing the winter production in order to be able to retain their customers throughout the year.

The conditions more favourable in Ireland than in Denmark.

The development of the butter trade depends largely on education of the people.

43380. So that the development of the butter trade depends largely on the education of the people?—Oh, yes.

Cross-examined by Mr. BALFOUR BROWNE, K.C.

Influence of English companies on Irish railways.

43381. I was going to ask one question which Sir Herbert Jekyll has just asked. It would be an improvement to the trade to carry on winter dairying?—That is so, yes.

43382. And that you think will be done?—Yes, I hope so.

43383. Upon another matter, you spoke of the evil influence of the English companies upon Irish railways. Do you know the Dublin, Wicklow and Wexford, now the Dublin and South Eastern?—I do not wish——

43384. I only said do you know the system?—Yes.

43385. Do you know it is completed to Waterford?—Yes.

43386. Do you know how it managed to do that?—I daresay very largely with London and North Western money.

43387. The London and North Western gave £100,000 to do it?—I did not know that.

43388. Is not that an advantage?—It depends on the conditions upon which the money was given.

43389. But, other things being equal, it is a good thing to give £100,000 to make a railway in Ireland?—I do not know the conditions, and therefore cannot express any opinion.

43390. Can you tell me the value of cream per ton—is it about £112?—It is about one-third the value of butter.

43391. That does not tell me much. Is it over £100?—At the present price about £33.

43392. I think that must be a mistake. How much is it a quart or a gallon?—Of course, if you take the retail price you have all kinds of prices charged for cream, but I am valuing the cream at what butter it will produce.

43393. That is not quite what I wanted; I wanted to get the cream wholesale?—I think I must explain. I gave no evidence at all as to the value of cream as cream or the conveyance of cream as cream; but only as the raw material from which butter is produced. I have nothing to say to the conveyance of cream.

43394. Very well. You spoke of the practice of porters walking these egg boxes along the platform on their corners?—Yes.

43395. I daresay you know there are strict instructions against doing any such thing?—Yes.

43396. You said there were no through bookings from the Midland system to their lines in England?—I said there were cases where they did not exist.

43397. Can you give me an illustration, because we do not know of them?—I have not the facts with me, but I can easily get them for the Commission.

43398. As a fact there are a very large number of through rates?—The particular instance—I do not know the station in Great Britain where it does not exist, but the particular instance was in connection with the Dervock Poultry Society, which is not actually on the Midland Counties system, but consigns over it.

43399. It is not on the system itself?—No.

Mr. Balfour Browne, K.C.—I really think you have been so friendly to the railway companies that I have nothing more to ask you.

Adjourned for a short time.

Chairman.—Is Mr. Balfour Browne here?

Mr. Croker Barrington, Solr.—He is in the House of Lords, sir.

Chairman.—It will be quite sufficient if I say that the Commission has considered the application which Mr. Balfour Browne made this morning, and we have decided that at the meeting in Dublin on the 21st April we shall begin with the railway evidence. It was intimated some time ago that the proofs of the railway witnesses should be sent to the Secretary by the 31st March. The Commissioners think it will meet their views if the proofs of the evidence are sent in fourteen days instead of three weeks before the April sittings.

Mr. Croker Barrington, Solr.—Will this be the last sitting to hear evidence on the general case.

Chairman.—So far as we know at present, but we cannot decide that.

Mr. Croker Barrington, Solr.—What we feel in regard to fixing a date by which we are to send in the proofs of the railway witnesses is that we cannot answer evidence until we have heard it.

Chairman.—We finish the general case to-morrow.

Mr. Croker Barrington, Solr.—If that will be the last sitting, that is all right; but we heard that the sitting held in January was to be the last. I imagined that what Mr. Browne wanted to know was whether this would be the last sitting?

Chairman.—The difficulty with us is that arising out of the railway case; it is within the discretion of the Commissioners to call any person they think proper.

I will give you an instance. Arising out of the railway evidence, we may find it necessary to call evidence from English railway companies.

Mr. Croker Barrington, Solr.—I meant evidence in the first instance, evidence like——

Chairman.—You may take it generally that so far as the public inquiry is concerned that it will be concluded to-morrow.

Mr. Croker Barrington, Solr.—Thank you, very much.

Chairman.—And that we begin to take the railway evidence at our first sitting in Dublin. If you are not in a position to furnish us with the proofs of the evidence fourteen days before the evidence is given, then we must consider whether we shall postpone the sitting.

Mr. Croker Barrington, Solr.—Quite so. Then I understand, sir, that this is the last sitting to hear evidence on the general case?

Chairman.—Exactly, the last sitting as at present arranged.

Mr. Croker Barrington, Solr.—Very well, sir. I understand the whole thing as at present arranged——

Mr. Sexton.—The railway evidence may show the necessity for calling other evidence. The discretion of the Commissioners to hear evidence of any kind is absolutely reserved.

Mr. Croker Barrington, Solr.—That is entirely in the hands of the Commission. I was not referring to that.

Chairman.—Do we understand each other?

Mr. Croker Barrington, Solr.—Yes, I think we always have.

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The Commissioners' discretion to hear further general evidence if required reserved.

Mr. Patrick Whelan examined by the Chairman.

43400. Mr. Whelan, you appear on behalf of the Monaghan County Council?—Yes.

43401. Are you a member of the County Council?—Yes.

43402. Are you a member of the Rural District Council?—Yes, the chairman.

43403. What particular railway serves your district?—The Great Northern.

43404. Solely?—Solely.

43405. I think you have something to tell us with reference generally to the way in which you consider the inhabitants of your county are treated by the Great Northern Railway?—Yes.

43406. First of all with regard to what you call rebates—what have you got to say upon that?—We are not able to get any specific case in connection with these rebates, but the general opinion in the county is that rebates have been given in order to crush out the Ulster Canal as a competitor. I may say that my own personal experience with large traders, and the reluctance displayed on the part of those traders to discuss the question, leaves a very unsatisfactory impression with regard to the matter on my mind.

43407. In other words, from information you have received, the particulars of which you are not in a position to give, you are of opinion that rebates are given to divert traffic from the canal over the railway—is that so?—Well, generally I believe so. That is the general opinion. My own opinion is very undecided upon it.

43408. Have you anything to say with reference to the want of connection and long waits at Clones Junction?—Yes. Before dealing with that, I should like if you would permit me to point out that I agree with Mr. Anderson as regards the necessity for a connection between Carrickmacross and Kingscourt. That would open up a large portion of the county.

43409. That is the evidence given this morning, and you agree with it?—I do. With regard to Clones Junction, I might say that although this junction is in the County of Monaghan it is not of much advantage under existing circumstances. If you will allow me to read my proof I can point out how very long waits are necessitated under the present system at Clones. Passengers travelling from any station between Carrickmacross, Inniskeen, and Newbliss, inclusive, to Monaghan or Glasslough, or *vice versa*, have long waits at Clones in nearly all cases. Passengers leaving Inniskeen 7.53, Newbliss 8.43, reach Clones at 8.50, and wait there till 10.20, reaching Monaghan at 10.44 and Glasslough at 10.54. Therefore, the wait at Clones is 1 hour and 30 minutes, the previous train having left Clones at 7.35. Similarly, the train leaving Inniskeen at 10.45 and Newbliss at 11.41 reaches Clones at 11.50, the wait at Clones being 40 minutes till 12.30, reaching Monaghan 12.55 and Glasslough 1.7. The evening train leaving Inniskeen at 4.35, Newbliss 5.32, reaches Clones 5.40, making a more reasonable connection, the wait at Clones being only ten minutes, till 5.50. With regard to Monaghan, I should say that it is impossible under present arrangements to reach Dublin from Monaghan until after noonday, one o'clock, unless passengers started from the town of Monaghan, and drove six miles to a flag station, where it is necessary to be there before the train arrives, and have it stopped. This is very inconvenient for the people of Monaghan.

43410. What is the population of Monaghan?—Nearly 3,000, I should say.

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43411. Is that all you have to say with reference to the connection and the long waits at Clones Junction?—Yes; we consider that this arrangement should be altered so as to effect a more convenient system.

43412. And to avoid waits?—And to avoid waits.

Unsuitable train connections at Clones Junction.

43413. Is there any particular manufacturing industry in the County of Monaghan, or is it an agricultural county?—In the main it is an agricultural county, but at the same time we have some very large mills there, and we have also what is believed to be some very fine deposits of minerals. There are the limestone quarries of Mr. William Phair at Skinnay, in Glasslough, and the diorite quarries owned by Lord Rossmore. There is also the lace industry of Carrickmacross at Monaghan, which is famous, I may say, practically all over Great Britain. There is also a heavy deposit of gypsum outside Carrickmacross which has been successfully worked there for the preparation of plaster of Paris. I think you will find this in Lewis's topographical dictionary dealing with deposits in the County of Monaghan.

Industries of the County Monaghan.

Mineral resources.

43414. Have you any coal in the county?—It is believed there are some deposits of coal. We have not been able to get a boring machine.

43415. It has not been tested?—It has not been tested.

43416. Are there any other manufacturing industries which you have not mentioned?—Yes; there is the wholemeal industry. There is the wholemeal and oatmeal manufactory of Mr. O'Rourke at Inniskeen, Mr. Guinness's mills at Monaghan, and Mr. Hemmel and Mr. Wright's mills at Clones.

Milling industry.

43417. Speaking generally, are these particular manufacturers satisfied with the rates on their traffic that are in operation?—They are not. I will give Mr. O'Rourke's case as an instance. Mr. O'Rourke stated to the Irish Industrial Conference, Cork, 1905, that he was charged 7*s.* 6*d.* per ton for corn for the 64 miles journey from Belfast, or about 1⅜*d.* per ton per mile, while the same corn was carried from Belfast to Strabane, 85 miles, for 4*s.* 5*d.*, *i.e.*, ⅝*d.* per ton per mile, and carried to Monaghan, 62 miles, for 5*s.* 8*d.*, or 1 1-10*d.* per ton per mile.

Complaint as to excessive rate for corn, Belfast to Inniskeen.

Comparison with other rates on the Gt. Northern system.

43418. Do you know if those rates applied to the same quantities?—I do not know; I am just giving his quotations.

43419. Was one rate for ten-ton lots and another rate for five-ton lots?—I do not know. He stated that if he could get a rate of 5*s.* 6*d.* per ton he could increase his turnover to 2,500 or 3,000 tons, and if he had to close down the trade would go to Glasgow or Liverpool.

43420. *Mr. Sexton.*—Would the quantities carried between those two pairs of stations be about the same?—Yes, I believe so.

43421. *Chairman.*—What have you to say about the rates for potatoes and turnips?—In my county the average acre of land produces twenty tons of potatoes, or twenty tons of turnips, or 200 stones of oats, or four tons of straw, or fifty stones of flax, or eight tons of hay. The Great Northern Railway rates for potatoes, turnips, and oats in five-ton loads for a distance of eighty miles are 9*s.* 9*d.* per ton. For hay (machine pressed with a minimum of 2½ tons to a truck), same distance, eighty miles, 18*s* 10*d.*; for straw (same conditions as hay), eighty

Gt. N. Ry. Co.'s rates on agricultural produce prohibitive.

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miles, 18*s.* 10d. per ton; for flax in bales, five-ton loads, 16*s.* 9*d.* per ton. All these rates are station to station, exclusive of labour and cartage; therefore the cost of sending an acre's produce of potatoes, 20 tons, at 9*s.* 9*d.*, eighty miles, Great Northern Railway, is £9 15*s.*; for turnips, 20 tons, at 9*s.* 9*d.*, 80 miles, Great Northern Railway, £9 15*s.*; for hay, 8 tons machine pressed, at 11*s.* 9*d.*, £4 14*s.*; for oats, 200 stones, at 9*s.* 9*d.*, 12*s.* 2¼*d.*, plus straw, 4 ton, 18*s.* 10*d.*, £3 15*s.* 4*d.*, £4 7*s.* 6½*d.*; for flax, 6¼ cwts., 16*s.* 8*d.*, 5*s.* 2½*d.* Thus, five acres produce, 80 miles transit, cost £28 16*s.* 8¾*d.* I think these rates are prohibitive, and are calculated to injure the agricultural industry in the County of Monaghan.

Allegation that the Gt. N. (I.) Co.'s rates on agricultural produce are prohibitive.

43422. Of course, it goes without saying that it would be an advantage to the small producer if these rates were less?—Yes.

43423. That goes without saying; but are the rates in themselves reasonable—that is the point?—We believe they are not reasonable.

43424. On what do you base your opinion—have you any figures to show that there is a less rate in operation in any other direction?—In Belgium a ton of produce is carried from end to end of the country for 5*s.* a ton. I quote from a statement of Father Dowling made in Dundalk in 1906, who, so far as we believe, has studied this question all over the Continent, and his statement, so far as we can ascertain, has never been contradicted.

Comparison with Belgian agricultural produce rates.

43425. Do I understand in Belgium, according to your statement, a ton of produce, the produce that you have mentioned—oats, turnips, flax, and so on—would be carried at 5*s.* a ton?—Yes.

43426. Just take butter; you produce butter of course in your county?—Yes.

43427. What is the rate for butter, taking it at any place you like?—The rate is 17*s.* 8*d.* on the G.N.R.

43428. For what distance?—For 83 miles.

43429. Do you remember the stations?—Station to station.

43430. Do you remember the particular station at the end of the 83 miles?—I do not.

43431. At any rate, for 83 miles on the G.N.R. in your county the rate for butter would be 17*s.* 8*d.* per ton—that is your point?—Yes, exactly. That would be 2 4-25*d.* per ton per mile.

43432. Never mind that. The total rate is 17*s.* 8*d.* per ton, 83 miles, for butter?—Yes.

Creameries in County Monaghan.

43434. Whereas you say that in Belgium the butter would be carried for 5*s.*?—Yes.

43434. Are there any creameries in your county?—A considerable number in the County of Monaghan.

Export butter trade restricted by excessive rates.

43435. There is a considerable traffic in butter?—Yes, within a reasonable distance of the ports. The English cities import quantities of foreign dairy produce, and the Irish farmers, I might say, might as well be on a coral reef in the Pacific as they are shut in by the walls of railway rates.

Complaint as to excessive rate for eggs, Smithborough to Belfast.

43436. *Mr. Sexton.*—They are shut out by the disadvantage of the railway rates?—I should say that with regard to eggs, a small dealer complained to me on Saturday last that he consigned some eggs from Smithborough to Belfast, and he had to place them in one of these farmer's packages holding a hundred eggs, that would be ten dozen. He paid the railway company 5*d.* for their package, and 5*d.* more at the rate for conveying the hundred eggs* to Belfast, with the result that that put a penny per dozen on his eggs above the local market price and consequently he had to cease sending these consignments.

43437. From where?—From Smithborough.

43438. In what county?—Monaghan.

43439. To Belfast?—Yes.

43440. *Chairman.*—You refer here I see to some exceptional rates on the Great Northern Railway. Those are exceptional rates quoted, I suppose, for exceptional quantities?—All exceptional and temporary rates on the Great Northern Railway are exclusive of loading and unloading and do not include collection or delivery.

Loading, and unloading and cartage services charged for but not performed in many cases.

43441. What do you mean by exclusive? Do you mean to say that the sender does the loading and the consignee the unloading, and the carting to the station, and not the railway company?—Exactly.

43442. I suppose the railway company have cartage establishments in some places?—They collect at some few stations. The general opinion is that the rates include the cost of collection, but the collection is not carried out, that is the general opinion.

43443. But in that case where the rate includes collection and delivery, I suppose if the service is performed by the consignee or sender, he could claim a rebate?—That raises the question of claims, and so far as the general view of the people in the County of Monaghan is concerned it is most unsatisfactory in that connection. They consider it is hardly worth their while to make a claim for a small amount against the Great Northern Railway in face of all the difficulties they have to contend with in order to obtain it.

43444. Do the Great Northern perform cartage services in Dublin?—Yes, I believe so.

43445. Do you think they do it themselves or by an agent?—The cartage is done on the Great Northern Railway by an agent from Glasgow. That is then let to others at different stations. The cartage is let to Mr. Wordie of Glasgow by the Great Northern Railway Company.

43446. On the whole of their system?—On the whole of their system, so far as I know.

43447. And then he sublets?—Then he sublets.

43448. To local people?—Yes.

43449. At certain places?—Yes, at a lower rate of course than he gets it at. We maintain that it is not at all fair to the country. We consider that the money should be expended in the country where the dividends are earned, and we consider that if opportunities were given to the people in Ireland for this business the cartage could be done at a cheaper rate for the Great Northern Railway. Economies effected in that direction could be applied to the reduction of rates.

43450. Is this within your own knowledge—about this Glasgow agent?—It is within the knowledge of the County Council, yes.

43451. So much for the goods and cartage arrangements. What about the passenger arrangements?—With regard to passenger arrangements there is an entire absence of lavatory accommodation on the trains on the north-western section of the Great Northern Railway, that is between Dundalk and Omagh and the branch lines to Bundoran, Cavan, Cootehill and Carrickmacross. The passenger trains on this section are mostly omnibus trains having only a minute or so stop at each station, so that there is not sufficient time to visit the station lavatories. There is a general complaint with regard to this.

43452. I fancy that complaint could be made against every railway company in England?—That is not my experience for the short time that I have travelled in England.

43453. When you travel in England you no doubt travel by the express trains?—Yes.

43454. And you get express accommodation is not that so, Mr. Whelan?—Well, I do not think there is much in that. I think it is very necessary to have this accommodation. Of course, it is a great convenience, but I admit it is a very expensive luxury.

43455. Coming to the question of the conveyance of pork on the Great Northern Railway, I suppose your county produces a good deal of pork?—A considerable amount of pork. This pork is conveyed in coal wagons; it is put into wagons from which coal has been thrown out, probably at the same station.

43456. But surely that is exceptional?—I have seen it frequently with my own eyes—I should say it is rather general.

43457. Would you?—Yes. I have had considerable experience of attending markets and selling pork.

43458. The wagons are cleaned?—They are not properly cleaned.

43459. They are cleaned?—They are not cleaned.

43460. *Lord Pirrie.*—The coal dust cannot do the pork any harm?—We say it does; it changes the colour.

43461. It is dead meat?—Yes, pork.

43462. *Chairman.*—May I ask if a matter like this has ever been brought to the notice of the authorities?—Attention has been drawn to it frequently in the Press and by men connected with the co-operative movement and public bodies in the country.

43462a. We must take your statement for what it is worth?—I could produce scores of witnesses who, like myself, have personal experience of pork in coal wagons.

43463. *Mr. Sexton.*—Is this pork consumed as pork or as bacon?—It is consumed as bacon.

* 120 eggs, called one hundred, *i.e.* 10 dozen.

43464. *Chairman.*—That is to say the pork goes to be cured somewhere?—Yes.

43465. At any rate you say that the carcases are put into the truck and get covered with coaldust. That is your complaint?—Yes.

43466. What about the cattle wagons and the goods trains?—The goods engines are fitted with vacuum brakes, but the cattle wagons are not so fitted, with the result that when the train is suddenly stopped the cattle are thrown down, with consequent injury, and we believe that a vacuum brake similar to the one on the engine should be fitted to the cattle wagons, and they should also have spring buffers.

43466A. *Lord Pirrie.*—There are spring buffers on them.

43467. *Chairman.*—I think Mr. Whelan is wrong. You say, according to your proof, that the goods wagons are fitted with vacuum brakes?—The goods engines.

43468. I beg your pardon. I suppose all the engines are fitted with vacuum brakes?—I suppose so.

43469. The vacuum brake is not used for cattle wagons?—No.

43470. Neither are they in England, or anywhere else, I think. You do not want any exceptional treatment in Ireland?—We do not want any exceptional treatment, but we want treatment that will develop the industries of the country; and we believe that suggestions of this kind made before the Commission may tend to make the system more practicable and workable.

43471. Is it within your own knowledge that a cattle wagon has what they call a dead buffer, or a spring buffer?—I believe the railway companies are introducing spring buffers generally; but this, after all, will not meet the requirements of the case. I think a vacuum brake will be necessary.

43471A. I do not agree with you there. I should have thought myself that you would not find one cattle wagon in Ireland with a dead buffer.

Mr. Croker Barrington, Solr.—We have not a single wagon of any kind or description on our line that has not a spring buffer.

Chairman.—That is what I thought.

Mr. Tatlow.—Both goods and coal wagons.

43472. *Mr. Croker Barrington, Solr.*—And that applies to all the railways in Ireland?—This system may have come into operation recently.

43472A. *Chairman.*—At our first sitting I believe it was said that the railways were fitting or altering the wagons.

Mr. Tatlow.—No; that was not with regard to spring buffers, but with regard to screw couplings.

Chairman.—That is another thing.

Mr. Tatlow.—I never saw a dead buffer on a cattle wagon in Ireland yet, and I have been there twenty-five years or more.

43473. *Chairman.*—I have never seen a dead buffer on a cattle wagon. I think, Mr. Whelan, you are mistaken?—If the Council that I represent have made a mistake in this matter I am very sorry for it.

43474. With regard to the rates charged for cattle, have you anything to say with regard to the part wagon rate?—According to Mr. Cunningham, in his work, "Railway Nationalisation," live animals may be paid for in Germany either according to number or floor space. Thus, to despatch eleven oxen twenty-five miles the charge is about 2*s.* 0½*d.* per head, or a total of 22*s.* 7*d.* To send eleven oxen twenty-five miles on the G.N.R., a wagon and a part wagon would have to be taken, at a cost of 18*s.*, plus 12*s.* 6*d.*, or a total of 30*s.* 6*d.* To send a wagon load of cattle ninety-three miles in Prussia the floor space—236 square feet is charged for—the cost will be £3 12*s.* 0½*d.* The charge for ninety-three miles on the G.N.R. is 47*s.* 11*d.*, but the floor space is only ninety-one square feet, and the wagon holds ten cattle, while the German wagon would hold twenty-eight; the rate per head working out at 4*s.* 9*d.* for the G.N.R., and 2*s.* 7*d.* for the German lines.

43475. What do you quote that from?—From Mr. Cunningham's work, "Railway Nationalisation."

43476. We have had his pamphlet?—With regard to the facilities for fairs, we say that the same facilities in trains and tickets should be given to our fairs that are available for the markets. Market tickets are issued for a certain train on the morning of a market. Very few people travel on that train; but on a fair morning a very large number of people travel, but no such tickets are available. We say that these market tickets should be available on fair mornings as well as on market mornnigs.

43477. What have you to say with reference to through inland rates?—With regard to through inland rates, I believe the system of through rates should be in operation in Ireland. In Ireland, at the present time, one portion of the country is cut away from the other. These station to station rates are not suitable. I do not agree with Mr. Anderson's statement with regard to through rates—that the through rate system is satisfactory. It is not satisfactory so far as Ireland is concerned. There should be a through rate system in Ireland.

43478. From local stations to local stations?—Yes; say, from Ulster to Munster, from Monaghan to Limerick, and such places.

43479. Is it within your knowledge that such rates are not in operation?—They are not, so far as I understand. I made some inquiries, and I cannot find that these rates are in operation.

43480. You could not give us any typical case, I suppose—say, from Monaghan to any place—where you think a through rate ought to be in operation and where it is not?—I should say that a through rate should be in operation from Monaghan to Limerick, and to Belfast—from one centre of industry to another.

43481. That is what I mean; but do you know that there are not at the present time through rates between those places?—There are not in regard to all classes of produce. There may be some special rates with regard to certain classes of produce, but, generally, there are no through rates, so far as I know.

43482. Take butter and eggs?—There are no through rates for butter and eggs.

43483. From Monaghan to Belfast?—No.

43484. If any traffic wants to go, how is it dealt with?—It is sent in the ordinary way. There are special rates, of course, for butter and eggs, but I do not say that they are through rates, as we understand through rates.

43485. *Lord Pirrie.*—He wants through rate prices. He is able to take the produce from Monaghan to Belfast, but he wants that rate to be at through rate prices That is what you mean?—Yes.

43486. *Chairman.*—I do not know what is meant by a through rate price?—The ordinary rates, as compared with what we understand through rates to be—say, from England to Ireland.

43487. Now I am getting at it?—We say that there should be a proportional through rate in Ireland from one part of Ireland to the other.

43488. If there is a rate from Monaghan to Manchester, whatever proportion is accruing to the Irish railway out of that rate, you contend that that should be the local rate?—Yes.

43488A. *Lord Pirrie.*—I am speaking of the inland rates. He says the inland traffic rates should be based upon the proportion accruing to the Irish companies on their through rates.

43489. *Mr. Sexton.*—Based upon?—Yes, based upon.

43490. *Chairman.*—What have you to say with reference to the zone system and fares in other countries compared with Irish fares. Do you think the zone system would be a good system for Ireland?—I think it would.

43491. What is your authority for that?—If you take Mr. Cunningham's and Mr. Edward's and Father Dowling's statements with regard to the zone system in Hungary and other countries you will find that the zone system works out very satisfactorily.

43491A. But have not you got some other authority?

43492. *Mr. Sexton.*—A greater authority?—We have Mr. Acworth. Writing in the Nineteenth Century for 1892 he suggested the adoption of the Hungarian zone system for Ireland.

43493. *Chairman.*—Mr. Acworth did?—Yes.

43494. Proceed?—Because Ireland seemed to him to have many points in common with Hungary. He admitted that the Hungarian railways had not lost by the arrangement, while the gain to the peasantry he described as undeniably enormous. Similarly he believed "That a reduction of third-class fares in Ireland from 1*d.* to ½*d.* would have an immense effect on the prosperity of the country."

43494A. *Mr. Sexton.*—That is in the Nineteenth Century, 1892.

43495. *Chairman.*—We will ask Mr. Acworth about that. Of course the zone fares are considerably lower than the local fares charged in Ireland or in England or anywhere else?—Yes.

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Mr. Patrick Whelan, Representative of Monaghan County Council.

The extension of the through inland rate system in Ireland advocated.

Local rates to be based on Irish rail proportion of cross-Channel rates.

Adoption of the Hungarian passenger fare zone system recommended.

Mr. Acworth's opinion in 1892.

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Mr. Patrick Whelan, Representative of Monaghan County Council.

43496. Your point is that those fares having been so successful in Hungary might with advantage be tried in Ireland?—Yes.

43497. That is all you have to say?—Yes.

Advantages of the zone system of passenger fares, and its adoption by the North British Company.

43498. And you give your authority for the statement?—I think the zone system has also been applied on the North British Railway, or something similar to it. It issues cheap weekly zone tickets between the terminal points of Waverley, Leith Central, North Leith and Trinity, enabling a passenger to travel as often as he likes between Monday morning and the following Saturday night at a charge of 1*s.* 6*d.* first class, and 1*s.* third class. The zone system is extended to include Granton, also, at 2*s.* 6*d.* first class, and 1*s.* 6*d.* third class. The distances are, Edinburgh to Leith, two miles; Edinburgh to Trinity, 2½ miles; Edinburgh to Granton, three miles. Therefore a passenger travelling only once each way per day can do so at a cost of ⅓*d.* to ½*d.* per mile. The chief advantage of the zone system over other methods of cheapening rates are that the longer the distance travelled and the further goods are sent the cheaper in proportion do the rates become. Thus, the adoption of the zone system in Ireland would bind the North and South more closely together. We also think thereby there would be a saving in printing and a further advantage that tickets could be sold at shops and hotels, as the late Sir Blundell Maple said was freely done in Hungary, thus reducing the labour and crush at ticket offices.

Comparison of Continental with Irish 3rd class fares.

43499. You have some figures of third class fares, which perhaps it would be advisable to get on the notes if you do not mind?—These are the figures quoted by Professor Long.

43500. Will you kindly read them out. First of all take the distance for 66 miles. What are the rates?—In Denmark, 2*s.* 5*d.*; Russia, 3*s.*; Belgium, 3*s.* 3*d.*; Holland, 3*s.* 4*d.*; Sweden, 4*s.*; Germany, 4*s.* 5*d.*; Ireland, 5*s.* 5*d.*

43501. Now, just take the long distance, 165 miles?—The figures are in Denmark, 4*s.* 4*d.*; Russia, 6*s.* 5*d.*; Belgium, 8*s.* 2*d.*; Holland, 8*s.* 2*d.*; Sweden, 10*s.* 5*d.*; Germany, 10*s.* 8*d.*; Ireland, 13*s.* 9*d.*

43502. You have not given England at all?—No.

43503. Under the zone system in use in Hungary what do you say?—Under the zone system in use in Hungary a person could travel from one end of Ireland to the other in an ordinary train for 6*s.* 8*d.*, or in a fast train for 8*s.* third class. We do not think either (1) the adoption of the zone system or (2) fares, ½*d.*, 1*d.*, or ¾*d.* impracticable, but we think Mr. Gladstone was perfectly right when in introducing the Act of 1844 he said, "There is no likelihood that the great experiment of the greatest possible cheapness to the public will be tried under the present system."

Irish railways exempt from the passenger tax.

43504. *Mr. Sexton.*—He said that 63 years ago?—Yes. The Irish railways are exempt from passenger tax.

Lord Pirrie.—You do not object to that?

43505. *Chairman.*—I was just coming to a general question. You have dealt with the goods, passengers, and cattle. May I ask you if you are authorised to speak on behalf of the Council?—Yes.

43506. You are giving us the voice of the Council?—Yes.

The County Council unanimous in approving witness's evidence.

43506A. Are the Council pretty unanimous on this question?—The Council are absolutely unanimous on this question, and the Council is composed of men of various shades of religious and political beliefs.

43507. They have considered the question of the nationalisation of railways?—They have.

Nationalisation of the railways under an Irish authority advocated.

43508. And what conclusion have they arrived at—do they consider it will be an advantage to Ireland if the railways belong to the State?—That the railways should belong to the people of Ireland—belong to Ireland.

43509. And worked by an Irish authority?—And worked by an Irish authority, and we believe that the Prussian system might be very well applied to Ireland, namely, an elective Board, with provincial and district Boards.

Adoption of the Prussian system of control recommended.

The provincial Boards in Prussia are bound to consult the district Boards on all important questions affecting the trade of the district. We consider that that would be of enormous advantage in Ireland, and that if a struggling industry was about to be established in any district, a suggestion from the district council to the railway managing board would be of enormous importance in developing and assisting that industry.

43510. They prefer that system to any system of amalgamation of small railways with large railways and three or four systems of railways?—They do.

43511. They consider that the entire railways of Ireland should be purchased, which would, in their judgment, result in great benefits to the district you represent?—Yes.

43512. And to the whole of Ireland?—Yes, to Ireland as a whole. I will give you an instance. There is a large quarry convenient to my district in the county of Monaghan which contains a reasonable percentage of manganese and iron. I made inquiries at the nearest station to find the cost of sending the raw material to one of the English towns, and I found that it cost exactly the same to send the raw material from there to the English town as it did to send the manufactured article from the English town back again. The company, of course, say, "If you can guarantee us very large consignments we will give you a reduced rate." What we want is something to encourage the small industries. If a small industry of that kind, in its initial stages, has to guarantee large consignments, it is hampered. We think it is impossible under these circumstances to develop small industries properly, and something should be done to develop them.

Examined by Mr. Sexton.

43513. I will take you through the remainder of your proof. Going back for a moment, I think you spoke of the influence of the English companies upon the Irish lines?—Yes.

43514. What is the effect of it?—We believe that the influence of the English railways on Irish lines is calculated to send English produce into Ireland much cheaper than the Irish article can go to the consumer in our own country.

43515 The railway rates give a premium to the importer of goods to the prejudice of the Irish producer?—Yes.

43516. Thereby limiting the output of the Irish producer, and keeping him out of some of the most valuable markets?—Yes.

43517. You said this view is corroborated by some evidence which you have?—That view is generally accepted, and is corroborated by the statement of Lieutenant-Colonel Plews.

43518. That statement was, you say, that if the Irish railways carried interior traffic in Ireland at rates corresponding to those at which they carried imported goods, it would spell ruin and bankruptcy to the Irish railways?—Yes.

43519. That would seem to convey that the imported goods must be carried at much lower rates?—Yes.

43520. Will you now turn to what you have to say in regard to the insufficiency of staff at Great Northern stations?—We consider that the staffs at the stations are not sufficient. Boxes of eggs and things of that kind, and passenger luggage have to be thrown out in a great hurry, and consequently sufficient care cannot be exercised. We do not blame the officials in this case, because they have only a certain time to do a certain amount of work, and they cannot exercise sufficient care. We consider there should be more porters and officials at these stations.

43521. The Great Northern system is the result of many amalgamations?—Yes.

43522. Do you say that these amalgamations have not resulted in due economy?—They have not; that is our belief.

43523. What particulars do you offer in support of that statement?—I compare the salaries and work, and the number of officials that were employed previously with the present system of management, and find that the present system compares unfavourably with the past system. I would also point you to the dissatisfaction all over the country with regard to fares and rates.

43524. Taking the question of inadequate economies since amalgamation, give briefly the grounds for thinking that larger economies might be effected?—I will take the case of the Great Northern Railway alone. The stockyard at Dundalk, we believe, could be amalgamated with the store-keeper's department and worked as one, as is the case on the Great Southern and Western Railway. Then there are fourteen permanent-way inspectors who are supposed

to oversee the skilled artisans as well as the fencers and other men. Not one of those fourteen are able to oversee the work of skilled artisans, and if the inspectors were responsible for the fencers and such-like alone, they could take over a greater amount of work, and six inspectors should be sufficient for that work, appointing a foreman carpenter and a foreman painter to control the skilled workmen over the whole of the line. The present cost of the fourteen inspectors at £105 each is £1,470. By the scheme which we suggest, should it be put into operation, there would be six inspectors at £105 each, making £630, and three foremen at £105 each, making £315, a total of £945, or a saving of £425 annually.

43525. What do you say would be the total sum per annum that might be saved upon that one system by economies of that kind?—We consider that there could be £4,000 or £5,000 saved.

43526. By rearrangements and economies of that description?—Yes.

43527. Will you turn to the paragraph in your proof on the general effect of the present Irish railway policy?—Going from the particular case of the Great Northern to the general case, as much of the foregoing tends to support the evidence from other districts that Irish railway charges are vastly in excess of reasonable rates, preventing the farmer from getting to the consumer without having his profits eaten up, hindering traffic between inland towns and killing home production, lack of facilities, discrimination in favour of the English manufacturer against the home producer even when, in the words of Colonel Plews, this policy spells bankruptcy and the non-possumus attitude of the railways to the trader. I do not propose to deal with the general case at any length.

43528. You say, really, that the system of rates hinders and prejudices the Irish farmer grievously, and prevents Irish manufactures from being established?—We do.

43529. As to the effect of the railway policy on this volume of traffic, what have you to say?—The general effect of the prohibitive tariffs of the Irish railways is to reduce the traffic to a minimum, and the only remedy the directors appear to be able to suggest for this is to encourage tourists to come into the country, thus substituting an artificial passenger business for the ordinary trade which has been killed by extortion.

43530. You think tourist traffic would be no adequate substitute in the case of Ireland for the ordinary development of manufactures and industries?—Certainly not. Although the tourist traffic may be of benefit to the railway company I do not see what good it is going to do for Irish industries.

43531. With regard to through rates, I suppose you are aware that any one company can refuse to give a through rate?—Yes.

43532. Do you suggest that through rates are refused in order that terminal charges may be multiplied?—We do; it looks like it.

43533. Sir Alexander Shaw and other witnesses have testified that through rates in Ireland are usually nothing more than the sum of the local rates; is that what you believe?—We believe that the through inland rates of Ireland appear to be based on something like that.

43534. The total of the local rates?—Yes.

43535. But you think they should be rather based on the charges for which the Irish railways are willing to carry imported goods?—We do; we believe that is the basis which should be fixed upon.

43536. Have you developed your views about the importance of cheap fares for workmen?—I have not. The Irish railways are exempt from the passenger tax. English railways have only been able to get exemption from the tax on third class fares by giving cheap fares and trains for the working man. Cheap fares for the working man practically do not exist in Ireland. On the Italian National Railways there is a regular and fast service of trains morning and evening carrying workmen between Genoa and a number of villages within a radius of twelve miles. Weekly subscription tickets are given at rates varying according to distance, from 50 centimes to 2 francs—this works out at a shade over $\frac{1}{8}d.$ per mile. In Belgium, while the ordinary fare for a return journey of 50 kilometres is 3·05 francs (2*s.* 5*d.*), and for a return journey of 100 kilometres, 6·05 francs (4*s.* 10*d.*)—these figures are given in the Official Belgian Guide for 1907, pages 438-9—the fare for workmen for the return journey of 50 kilometres, or 31¼ miles each way for six days, is 2f. 25c., 1*s.* 9½*d.* a week, or 3½*d.* a day, and for the return journey of 100 kilometres or 62½ miles, 3f. 15c.—2*s.* 6*d.* a week, or 5*d.* a day.

Cheap fares for workmen.

43537. Do you see any prospect of such fares in Ireland under the regime of the private companies?—We do not We consider that these fares will be possible in Ireland only when the Irish nation or its representatives become owners and managers of the railway.

43537A. *Lord Pirrie.*—I think it is only fair to say that the railways have worked trains from Belfast to certain distances, 12 to 15 miles at cheap rates. I only want to keep the witness's evidence in line with what we already know.

43538. The point is that the system on the Continent is much more cheap and elastic in relation to distance, and if it were applied in Ireland, urban workmen, generally, would have more healthful homes and freer access to the country?—Quite so. The Dublin working man would be able to live in Dublin, County Wicklow, Meath or Kildare for 3½*d.* per day. The Belfast man, in addition to the County Monaghan, would have a choice of the Counties Down, Tyrone, Armagh and Antrim, and could even live at Portrush for 5*d.* return fare per day.

Only possible when control by an Irish authority is established.

43539. Besides that, it would develop a class of traffic which does not now exist?—Certainly, and it would relieve congestion in the large cities.

43540. Most railway men would admit that it is better to have a substantial traffic at low rates than not have any traffic at all?—Quite so.

43541. Coming to the point where the Chairman left off his examination, you were about to give some information as to trains on separate systems leaving terminal points at nearly the same times. Briefly give the substance of that?—We consider the fact that trains leaving certain places at the same time, or coming into certain places at the same time, is a considerable inconvenience and danger. I can give you some instances from the "Irish Travelling Guide, 1906." Trains leave Belfast for Londonderry on the G.N.R. at 8.5 a.m., and on the M.R. (N.C.C.), 8 a.m. Trains leave Derry for Belfast on the G.N.R. at 3.15 and 5.15 p.m., and on the M.R. (N.C.C.) at 2.45 and 5.35 p.m., reaching Belfast, respectively, at 6 p.m., 8.15 p.m., and 6.10 and 8.35 p.m. Trains leave Broadstone, 9.15 a.m., and Amiens-street, 9 a.m., reaching Cavan at 12.19 and 12.35, respectively.

Disadvantages of the despatch of trains by competing routes at the same hours.

43542. You give several other instances to show that even the greatest lines in Ireland running between the same points do persistently run trains at or about the same times, and so deprive the public of the benefit of alternative services, services at different times?—Yes.

Examples—Gt. Northern, Northern Cos., M. G. W. trains.

43543. You have something further to say as to the growing influence of English railway companies in Ireland?—We are opposed to the growing influence of English railway companies in Ireland because, apart from any want of sympathy with Ireland's needs, they must continue to obtain traffic for themselves by making English goods cheaper in Ireland than Irish goods.

The influence of English companies on Irish railways.

43544. You do not impute blame to them; they are acting on ordinary commercial principles?—Quite so.

43545. Passing to the question of purchase, you speak for the County Council, and your suggestion is that Ireland ought to be the purchaser?—Ireland ought to be the purchaser.

43546. Whatever might be the financial transaction between Ireland and the Imperial State?—Yes.

Nationalisation of the railways under an Irish elective authority advocated.

43547. And that the Administration should be an elective body?—Yes.

43548. Reinforced perhaps by the presence of some experts?—Quite so.

43549. But it ought to be substantially an elective body?—They ought to be an elective body.

43550. Have you any doubt that a body substantially elective would be both quite intelligent enough to understand the true interests of Ireland in relation to the railway system and public-spirited enough to see that those interests were well served?—I believe it would be a body most capable and most anxious for the development of the country, and would be the party, with the assistance of experts, best of all fitted to carry on the management of Irish railways.

Advantages of public control.

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Mr. Patrick Whelan, Representative of Monaghan County Council.

43551. People sometimes talk as if public owners of railways would suffer for want of experts, but surely a body managing all the railways of Ireland would be in a position to offer to experts more attractive, more influential, and more lucrative posts than any railway company?—Yes, they would.

Advantages of public control.

43552. There is no doubt therefore they would have the maximum of expert efficiency at their service?—Quite so. They would also have the assistance of the District Councils and public bodies and industrial societies established in the different districts of the country, who could make suggestions, and if those suggestions were not carried out, or if the railway was not employed for the development of Irish industries, generally, the remedy would be in the hands of the people. As it is now, the remedy is not in the hands of the people and their suggestion cannot have the desired effect.

The employment of expert assistance.

43553. The question of rates and fares might be dealt with in consultation with the County and District Councils?—Yes.

43554. So that each district and locality would be called into counsel upon matters affecting their interests?—Yes.

Over-taxation of Ireland: the Financial Relations Commission.

43555. Have you any views to express upon the claim of Ireland in regard to over-taxation?—Yes. We know that thirteen years ago, a Commission appointed by the Government of this country decided that Ireland was overtaxed to the extent of nearly three millions, and from that time down to now we cannot see that Ireland has got any refund for this over-taxation or that any steps have been taken to reduce it. Therefore we hold that if England made us a free grant of the entire amount necessary to purchase the interests of the present railways of Ireland, she would be only giving us back a portion of the money which has been wrongfully taken from us.

Claim for free grant of purchase money on State credit to be placed at the disposal of the Irish controlling body.

43556. Then you think that at the very least, whatever may be done as regards the over-taxation, the State ought to place its credit at the disposal of any Irish body instituted to administer the railways?—Yes, quite so, and we believe that the present Council of the Irish County Councils could be used as that body.

43557. You believe that body, or such a body, would be willing to assume in the name of the Irish community the responsibility arising from that financial transaction?—I believe they would.

Excess of present railway profits over interest on purchase money.

43558. And they would keep the Treasury indemnified and repay the loan?—Quite so. I do not see how the Treasury would not have the same security in that case as they have for the moneys which they lend for the purchase of Irish land.

43559. Are you satisfied that with the co-operation of the Treasury it would be possible to effect the financial transaction so as to leave a considerable surplus over the present net profits of the railways?—I am satisfied, certainly. If you would allow me to give you an instance of the profits that are made from these railways——

To be increased by economies from unification of management.

43560. We know the profits, you need not go into that; they are about £1,600,000 a year. Witnesses have testified that if the State places its credit at the disposal of the Irish body the purchase could be transacted at a fair price at an annual charge far less than the present net profit of the railways. Do you think there would be a further surplus arising out of economies which have not been made, but which might be made after unification of all the railways?—Yes.

43561. And this would provide a fund enabling the authority to start a large and liberal system of reduction of those rates which most require reduction?—I am satisfied that sufficient economies could be effected to add to the security of the States.

Suggested method of purchase.

43562. Several methods of purchase have been suggested. I believe you think the best method is that provided in the Act of 1844?—Yes. A very slight change in that Act would give the present elective body, the General Council of County Councils, the right to purchase.

Provisions of the Act of 1844.

Powers of the Treasury as to purchase.

43563. It may be useful if the memory of the Commission and the public are refreshed as to the present state of the law. Under the law as it now stands, and has stood since 1844, the Treasury may at any time give three months' notice to any company in Great Britain or Ireland whose lines have been constructed since 1844 to purchase their line at twenty-five years' purchase, estimated upon the average annual profits of the last preceding three years?—Yes.

43564. And if the company is not making 10 per cent. (which is the case of every company now), then the Company may resort to arbitration?—Yes.

43565. But they can only resort to arbitration upon the plea that their prospects are better than their existing profits?—Yes.

43566. In a case where a railway advances the plea that its prospects are likely to improve its present profits, then it may refer to an arbitrator the question whether any, and if so, what additional amount should be paid?—Yes.

43567. The contemplation of the law therefore is that the payment shall be first made on the basis of twenty-five years' purchase, and if the company makes a particular plea that its prospects are better that its present conditions then the matter may be referred to arbitration in order that the arbitrator should determine what additional amount should be paid?—Certainly.

43568. And you say, therefore, that as the law now stands, there is ample power to purchase any railway at twenty-five years' purchase of the net annual profits, subject to the right of the company to refer to an arbitrator, on the ground that its prospects are better than its present condition, and, therefore, that a complementary payment ought to be made?—Yes; that is what I believe.

43569. And your view is that that law ought to come into effect?—Yes. The Act says, "Whatever may be the rate of divisible profit."

43570. Yes. Subject always to the right of the company, if it pleads that its prospects are better than its present condition, to refer to arbitration in order to have those prospects valued?—Yes.

43571. Is there anything else in your proof to which you attach importance?—I attach some importance to the salaries that are paid to officials.

43571A. *Lord Pirrie.*—I think we have had that. I do not think it is necessary to go through that again.

43572. *Mr. Sexton.*—You gave some figures, and you indicated the gross saving that might be made, and I think that will be sufficient for the purposes of the Commission. Is there anything else you wish to say?—I wish to draw the attention of the Commission to a matter in connection with lime—a question which has been already mentioned by the Chairman to-day. In the county of Monaghan large tracts of land in the interior of the county are very much in need of lime. Representatives of some five or six parishes, which were seriously affected, applied to the Great Northern Railway Company for facilities to have lime conveyed from stations near the kilns to stations within the affected area. The railway companies offered to reduce the existing rate per ton—I believe in some instances, from 1*s.* 8*d.* to 1*s.* This seemed reasonable enough, but the company added a condition ensuring that the farmers, in order to secure this rate, would have to have carried over this particular line 470 tons inside the year, and also that wagons would be emptied on arrival. The company had not conveyed more than from six to ten tons annually on the same line previously, and as they refused to give either suitably covered wagons or sheds to protect the lime from the rainfall, the people could not accept the terms, and the matter is still unsettled. The Department of Agriculture took up this question for the committee that represented these five parishes, and the result of their negotiations with the railway company was conveyed to this committee by a letter from the secretary of the Department, dated 22nd June, 1906.

43573. That was the offer made at that time?—Yes.

43574. *Mr. Sexton.*—And you consider it a hardship that they only made that offer to carry the lime at that rate, subject to the conditions stated?—Yes.

43575. You believed that the quantity might have been taken, but you did not wish to bind yourselves to it?—We did not wish to bind ourselves to it under the circumstances. If the railway company had given us sheds or covered wagons suitable for conveying the lime properly, and in safety, we would have given that guarantee; but they would not give us the covered wagons or the sheds. I must say that it would be to the great convenience of many farmers, who have land materially suffering for want of this very valuable

Mr. Patrick Whelan, Representative of Monaghan County Council.

and necessary manure, if they were permitted to put upon the lines a particularly constructed wagon of their own for the purpose of conveying this lime, and have that wagon carried at a proportionately reduced rate. I mean that the farmers might buy this properly constructed wagon from the railway company itself—that the company should agree to make it for them, and the farmers pay them for it.

43576. You consider the wagons they have at present are not suitable for carrying lime?—Yes.

43577. The lime was not carried—that is the end of it all?—That is the end of it all.

43578. The concession was nominally made, but the conditions attached made the concession useless?—Yes. The small farmers in the interior of the County Monaghan who have not horses are unable to get lime from long distances.

43579. Do you wish to say anything further?—I wish to mention a grievance. I am the President of the Gaelic Association of Ulster, a body numbering 20,000 members. The Great Northern Railway have absolutely refused to give facilities to this organisation for Sunday travelling. I wish to point out the following fact: a competition was in operation between the counties of Cavan and Antrim, some years ago. The railway company agreed to run an extension of the Sunday morning train from Belfast to Clones on along to Cavan, a distance of from twelve to thirteen Irish miles. All arrangements were completed, and a guarantee agreement, signed by the secretary, was handed in to the company's officials, at the company's request. However, the company withdrew their arrangement a day or so before the competition, and from that time to this they have never granted any facilities to the organisation in regard to travelling.

Complaint as to unsatisfactory facilities for Sunday travelling.

43580. You say that this Association has 20,000 members; that it is mostly composed of hard-working agricultural labourers, and that they have no time for recreation except on Sundays?—That is so. They are generally employed in the rural districts—young farmers and sons of agricultural labourers. They have no day off except Sundays, and after attending their respective places of worship on Sundays they wish to have a little amusement, and they have no facilities for those amusements or for travelling under the Great Northern Railway system.

Serious inconvenience caused to the Gaelic Association of Ulster.

43581. You think it unfair and unreasonable that people with rigid views with regard to Sunday observance, who happen to be directors of a railway, should obtrude their views into the management of the railway to such an extent as to deprive poor people, who have very little leisure, of the one opportunity they have for amusement?—Yes; quite so. I wish to add that a resolution was passed unanimously by the Monaghan County Council, on the 3rd February, pledging its assistance to farmers, who requested that a Renard road train should be obtained to help them.

Lord Pirrie.—Thank you, Mr. Whelan, we are much obliged to you.

The Commission adjourned till the following morning at 11 *o'clock.*

SEVENTY-FIRST PUBLIC SITTING.—SATURDAY, MARCH 14TH, 1908.

In the Board Room of the Lancashire and Yorkshire Railway Offices, Westminster, London.

Commissioners present:—Sir CHARLES SCOTTER, Bart., Chairman; Sir HERBERT JEKYLL, K.C.M.G.; Mr. THOMAS SEXTON; Mr. W. M. ACWORTH; and Mr. JOHN AUDLEY FREDERICK ASPINALL;

Mr. GEORGE E. SHANAHAN (Secretary).

Mr. WALTER HENRY MACNAMARA, B.L., examined by the CHAIRMAN.

Mar. 14, 1908.

Mr. Walter Henry Macnamara, B.L., Secretary and Registrar, Railway and Canal Commission.

Act regulating the constitution of the Court of the Railway and Canal Commissioners.

43582. *Chairman.*—Mr. Macnamara, you are a barrister-at-law, and Secretary and Registrar of the present Railway and Canal Commission?—Yes.

43583. How long have you been Secretary?—I have been Secretary since March, 1882.

43584. But the constitution of the Court has been altered since that date?—Yes; it was altered by the Railway and Canal Traffic Act, 1888.

43585. And you held practically the same position under the old constitution?—Yes.

Evidence given before the Vice-Regal Commission as to the excessive expense and delay of the Court.

43586. I think you are aware that we have had a great deal of evidence with reference to, first of all, the expense of the Railway Commissioners' Court to traders, and the impossibility of traders in Ireland making use of that Court. Are you aware of the evidence that has been given?—I have read the evidence given before this Commission, so far as it relates to the Railway Commission Court, and I have noticed that some of the witnesses have expressed the opinion that the tribunal is almost an impossible Court for traders, on the ground of expense. There is also, I notice, another complaint, that the proceedings in the Court are dilatory, and that delays take place in the trial of cases. The allegation as to cost in the proceedings of the Court has been made on many occasions during the last twenty years, and I have endeavoured—I will not say whether successfully or not—to try and meet that allegation in evidence before Select Committees of the House of Commons and other Commissions. But the complaint as to delay, and as to the cumbersomeness of the proceedings in the Railway Commission Court, is, I think, made for the first time; and if you will allow me, I will deal with that first. The pleadings in the Railway Commission Court are certainly as simple as those in the High Court.

The procedure explained.

43587. I should have thought more simple than those in the High Court?—In many cases they are. For instance, an application under Section 10 of the Railway and Canal Traffic Act, 1888, to decide a dispute as to the legality of a rate or toll can be made without any pleadings at all, simply on a joint application. But there are sometimes very heavy and complicated proceedings before the Court, in which the pleadings are as complicated as those in the High Court. Those, however, are proceedings between railway company and railway company, or between some public authority and a railway company, and not between traders and railway companies. I have here applications drawn by the applicants themselves—traders—which have been filed in the Railway Commission Court. Here is one by a trader named Goddard against the London and South Western Railway Company. It was heard for many days before the Commission, and in that case the applicant appeared in person before the Commission, and was successful. Under the Railway and Canal Traffic Act Rules, the applicant, at the time of filing his reply (if any), or if the railway company make default in putting in their answer, or at any time after the pleadings are closed, may apply to me to fix a date for the hearing, and I need hardly point out that this is very different from setting down a cause for trial in the High Court, where it takes its place at the bottom of a list, and no one can tell with certainty when it will be heard. All the expense of witnesses waiting about the Courts for days, in a case entered in the day's cause list for trial but which is not actually reached is unknown in the Railway Commission Court, and, as far as possible, a day is fixed which is convenient to the applicant. Section 5 of the Act of 1888 enacts that the Railway Commissioners may hold sittings in any part of the United Kingdom in such place or places as may be most convenient for the determination of proceedings before them, and our rules provide that cases are dealt with by the Commissioners in that part of the United Kingdom in which the cause of complaint arises.

The charge of diliatoriness refuted.

Cases quoted —Goddard *v.* L. and S. W. Ry. Co.

43588. In other words, you can sit wherever it is most convenient to the traders?—Most convenient to the complainant. There is one *ex officio* Commissioner for England, an English judge of the High Court; one in Scotland, a Scotch judge of the Court of Session; and one in Ireland, a judge of the High Court——

43589. Is the judge appointed for a fixed period?—Five years.

43590. In all the countries?—Yes.

43591. *Mr. Balfour Browne,* K.C.—But he can be re-appointed. In one case that has been done. Mr. Justice Wills served two terms, did he not?—No, but Mr. Justice Wright and Mr. Justice Murphy did so.

43592. *Chairman.*—But the appointment is for five years?—Yes. There are instances where a judge has served a second term of five years.

43593. How do you say that there is no delay in these proceedings when you have to depend upon a judge of the High Court?—If you will allow me, I will read the enactment under which the judge sits. Under the Act of 1888 he "is required to hear when, and as soon as the cases are ready to be heard, or as soon thereafter as reasonably may be; and any judge shall be required to perform any of the other duties of a judge of a Superior Court only when his attendance on the Commission is not required."

43594. That is his first duty?—The first claim on his time.

43595. And, therefore, you have no difficulty in fixing a time for the hearing?—No. Now in order to show that cases in the Railway Commission Court are heard promptly, I would refer you to the last three sittings of the Court. The last sitting commenced on February 26th, when a case was heard in which the pleadings closed on February 12th.

43596. That is this year?—Yes. At the sitting of the Court, held in London, on the 16th of last December, the Court heard two cases. In one of them (*the Postmaster-General* v. *Watford Urban District Council*), the application was only filed on November 5th, and the answer on November 26th. The second case was a trader's case (*Castle Steam Trawlers, Ltd.,* v. *Great Western Railway Company*), in which the application was filed on the 16th October, and the answer a month later. Last month (on the 18th February) the Court sat in Dublin, to hear cases arising in Ireland. There were two cases before the Court. In one of them (*Sligo, Leitrim and Northern Counties Railway Company and Great Northern Railway Company (Ireland)* v. *Great Southern and*

Western Company), the application was filed on the 11th September. The defendant company were required to file their answer to the application within fifteen days, which is the usual time shown by the endorsement on an application when it is served, but the applicants in this case voluntarily gave the defendant company until the 30th October, and so the pleadings were not closed until the 22nd November. The applicants did not apply to me until December to fix a date for the hearing, or the case would have been heard even sooner than it was. In the other case, heard in Dublin last month, the application was filed on the 20th December, and the pleadings were only closed on the 28th January. In addition to these two cases, there were two others pending in Ireland, and the Railway Commissioners offered to hear them last month also, but the parties said they were not ready for trial. I notice, in looking through the evidence given before the Vice-Regal Commission, that there is a specific complaint as to delay. Mr. Malone, the Chairman of the Dublin Port and Docks Board. in answer to Question 9813, read a resolution of that Board, that they "Consider that the present system of dealing with railway disputes through the Railway Commission is cumbrous, tardy, and costly." And another member of the Board, Mr. Goodbody, examined in November, 1906, said, in answer to Questions 2770 and 2774, that "The Board have a case against the Great Southern and Western Railway Company before the Railway Commission, of which the particulars were known more than a year ago, but which had not yet come to a head; and the Commissioners had been coming to Ireland to try it for the last six months, but had not come yet—it was so slow in every way."

43597. You had better give us the facts about these cases?—The facts are these: the Dublin Port and Docks Board could not bring their differences with the Great Southern and Western Railway Company before the Railway Commission Court without first obtaining an Order of Reference from the Board of Trade. They applied to the Board of Trade on June 5th, 1905. The Order of Reference to the Railway Commissioners was granted by the Board of Trade on the 29th of the following August, but the Dublin Port and Docks Board delayed doing anything under it until March 7th, 1906.

43598. That is from August, 1905, to March, 1906?—Yes; when they filed their application in the Railway Commission Court. Then came interlocutory applications of an important character, chiefly for discovery, by both parties. I made orders on these interlocutory applications. These orders were appealed from either to the Court or the judge. The appeals were dismissed, but the result was that the pleadings were not closed until the 17th November, 1906, and ten days later the Board applied to me to fix a day for the hearing. So that when Mr. Goodbody made the statement that the Commissioners had been coming to Ireland to try the case for the last six months, the Port Board had not even applied to me to have a date fixed for the hearing. Until application is made to me, as provided by the Rules, I cannot fix a date for the hearing of a case; and I submit that any delay in the hearing of a case is caused solely by the parties and not by the Court. In connection with these exceptionally heavy and important cases, arising out of the amalgamation of the Waterford and Limerick Railway Company and the Great Southern and Western Railway Company, I should like to emphasise the expedition with which the Commissioners arrived at and announced their decision, within almost a few weeks after the long inquiry which took place in February of last year.

43599. Can you give us any dates?—I think the hearing lasted a fortnight, in February, and the Commissioners had their decision ready in April. There was a mass of figures and documents to go through, and the Irish judge—*the ex-officio* Commissioner for Ireland—was away on circuit the whole of March.

43600. Perhaps now you would deal with the complaint as to the excessive costliness of the proceedings?—Yes. In doing so I should like first to refer to the three specific examples which have been given to the Vice-Regal Commission, of large sums incurred for costs by litigants in the Railway Commission Court. The three examples given were the Londonderry case, the Dublin Port and Docks case, and the Great Southern and Western Railway Company's case on the increase of rates. It has been stated that in the Londonderry case the costs of the Londonderry Port and Harbour Commissioners were practically £4,000, This case was heard before the old Railway Commission in 1887. The hearing in Londonderry lasted no less than ten days, followed later by four days' hearing in London. The applicants employed two Queen's Counsel and a junior—all members of the English Bar. The judgment of the Commissioners in that case as to costs was as follows:—"There only remains the question of costs. It was necessary for the applicants to bring the London and North Western Company and the Dundalk and Greenore Company here, because without their presence we could not have dealt in any manner with the through rates, upon which alone we have found them entitled to any substantial relief, but the case as made does not show any breach of duty on the part of these companies, or any complicity on their part in any of the grounds of complaint which we have held to be sustained. The applicants must therefore pay their costs."

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The complaint as to excessive costliness of the proceedings.

Explanation of the costs in the Londonderry Port and Harbour Commissioners' case.

43601. That is, the costs of the North-Western?—Yes, and the Dundalk and Greenore Railway Company.

43602. Those costs are included in the applicant's?—Yes. "As against the Great Northern Company, though the applicants have in part succeeded they have failed in the greater part both in value and in expense, and it would not be sufficient, we think, to make an order simply without costs. The applicants must pay so much of the costs as are occasioned by the issues on which they have failed, and receive so much of the costs as is attributable to the issues on which they have succeeded; and of course, as they have succeeded in a substantial part, the general costs of the suit, except that in the costs thus given them they are not to be allowed anything in respect of the hearing in London, which was directly occasioned by their own initial error in pleading." There were no less than four days' hearing in London, which of course was a substantial part of the costs.

The order as to costs.

43603. That was on the application of the Londonderry people?—Yes.—If that case had been heard before the present Railway Commission, English counsel could not have been taken specially over to Ireland, and the losing party could not have been ordered to pay the costs of the successful parties.

The large expense incurred would be much less under the present constitution of the Court.

43604. So that the costs under the present constitution of the Court would have been much less?—They would have been. They could not have been ordered to pay the costs of the North-Western and the Dundalk and Greenore Railway Companies, nor the part costs of the Great Northern of Ireland Railway Company.

43605. With regard to the Dublin case—we have heard a good deal about that?—With regard to the Dublin Port and Docks Board case, I notice that Mr. Field has, in a letter set out in the Appendix to your Second Report, stated that the costs of the Port Board in their recent case before the Railway Commissioners amounted to over £3,000. This case was called on for trial in Dublin, at 1.20 on the 12th February. It lasted the rest of the day, the whole of the next day, and on the day following (the 14th Feb.) the hearing was concluded at twelve minutes past one o'clock. The applicants (the Port Board) called eleven witnesses. But immediately before the hearing of this case, the Court heard two other cases—that is to say, the application of the Great Southern and Western Railway Company, and the cross application of the Dublin and South-Eastern Railway Company. Those cases were consolidated for the purpose of the hearing, but the hearing lasted no less than six and a half days, and the Dublin Port and Docks Board applied for leave to intervene in these two cases, and were allowed to do so. They appeared, in their own case and in these two cases in which they were allowed to intervene, by two King's Counsel and a junior counsel. It is therefore, I submit, inaccurate to state that the application of the Port Board cost over £3,000, when this figure relates not to one case, but to three cases.

The Dublin Port and Docks Board.

The excessive cost relates not to one but to three cases.

43606. That has not been brought under our notice before?—The third example quoted was the application of the Great Southern and Western Railway Company, heard in 1902, to increase their rates. Under a section of the Great Southern Act of 1900—any increase of rates had to be approved by the

The G. S. and W. Ry. Co.'s application to increase rates (1902).

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The G. S. and W. Ry. Co.'s application to increase rates (1902)—*con.*

Railway Commissioners. No less than eighty-one parties objected to this increase, on a notice which the Great Southern had issued, stating that objections could be lodged. Amongst these eighty-one parties who objected were the Dublin Chamber of Commerce, several County Councils, and Messrs Guinness. The Board of Agriculture also appeared on behalf of certain objectors, and it has been stated before you that it cost them over £1,000. In connection with that, I point out that the Board of Agriculture thought proper to take up the cases of no less than seventy-six of the objectors, many of whom had the right to appear and object on their own behalf. The hearing of the case occupied two days, and the Board of Agriculture were represented by no less than four Counsel, the Solicitor-General, another King's Counsel, and two junior counsel. One of your Commissioners, I notice, asked a witness from Newry if he could state what the costs were to the Newry Town Commissioners of the application against the Great Northern Railway Company of Ireland, which I see has been referred to before the Vice-Regal Commission on various occasions. I taxed the costs in that case, so I can give you the figure. The case was heard in Dublin, and occupied four days. It was a case of undue preference of towns, and the applicants were given their costs against the Great Northern Company of Ireland. As the facts put forward did not justify the inequality, the Court made the Order applied for, with costs against the defendants. Those costs, as brought in before me for taxation, amounted to £482 odd. I taxed off £173 odd, so that they received as their costs from the railway company £309.

The excessive cost to Department of Agriculture who intervened.

The Newry Town Commissioners' application against the G. N. (I.) Ry. Co.

The cost of the proceedings.

43607. That is the Newry Commissioners?—Yes, the Town Commissioners of Newry—after four days' hearing in Dublin. They called about eighteen witnesses.

43608. *Mr. Balfour Browne,* K.C.—That was the old Commission?—It was in 1892, so that it was not the old Commission. On the question of the cost of proceedings generally in the Railway Commission Court, what I said before the Departmental Committee on Railway Rates in 1905 is, I think, true to-day.

Statement made by witness before the Departmental Committee (Lord Jersey's) on Railway Rates in 1905, regarding the cost of proceedings generally.

43609. I think you had better read what you said?—Yes.

43610. *Sir Herbert Jekyll.*—Is that Lord Jersey's Committee?—Yes. I said this:—"In my opinion, the cost to the parties of coming before the Railway Commission is not excessive. The Court fees are the same, or nearly the same, as in the High Court. They are certainly no higher. The chief expense in the Court of the Railway and Canal Commission, as in every other Court, is the employment of counsel, and it is undoubtedly the fact that the fees of counsel, as of other professional men, have very much increased of recent years. Many of the cases which are brought before the Court are extremely important, and great interests are involved in them. Such cases cannot be decided except at considerable expense, as they have to be gone into very carefully by the parties on both sides. Cases of a complicated and important character naturally require the services of eminent counsel to deal with them, and the Court is glad to have their assistance. With regard to the larger cases, it must be remembered that many of them are test cases, and that they settle the law for a large number of other persons who are traders or agriculturalists, if it is a trading or agricultural case. But in the Court of the Railway and Canal Commission, as in other Courts, there are small cases as well as large cases, and many of the cases which are not of a heavy character can be tried without much expense. In such cases, the cost of proceedings before the Court depends almost entirely upon the parties, that is to say whether they choose to bring in counsel who require a large fee." On the same subject, I should like to quote, as a higher authority, what the then *ex-officio* Railway Commissioner for England, Mr. Justice Wills, said on the subject when he was examined before the Select Committee on Railway Rates and Charges in 1893. The question which was put to him by the Chairman, Mr. Shaw Lefevre, was this:—"It has been represented to this Committee that traders are very much deterred from coming to your Court on account of the very heavy costs that they may be liable to. Have you formed any opinion upon the question of costs"?—And this is Mr. Justice Wills' answer:—"I think with regard to the question of the amount of costs, that nothing can make the majority of the inquiries that come before us cheap ones. They are inquiries of great complexity and great difficulty. Since I have been on the Bench the questions that I have had to deal with as the President of the Railway Commission have been, as a general rule, by far the most difficult that I have ever had to deal with, both in the magnitude of the interests concerned, in the complexity of facts, and in the difficulty of the questions raised; they seem to me to be far beyond the average cases that come before a Judge of the High Court in any division of the Court, and therefore I do not think that any process whatever can make inquiries of that sort cheap." "But with respect to the employment of counsel, I think there is a certain superstition about it. I mean to say that I think there are a vast number of counsel at the Bar who are perfectly competent to deal with questions of this kind, and who would be very glad to do so, and who would require no extravagant fees." I notice that one of the witnesses examined before the Viceregal Commission (I say "one," but most of the references to the Railway Commission, I observe, are not of a complimentary character), said this:—"It is very expensive to invoke the Railway Commission, to get a grievance redressed, and no trader can attempt it." I would submit that it is not expensive to invoke the Railway Commission. If necessary, as I have pointed out, the trader can draw the complaint himself. He has to pay a fee of £1 on filing it, but for that fee he will get the railway company's written and signed answer free of any further expense, and if the railway company are wrong on the complaint filed in our court they will probably settle the case. This has been done in many instances, of which I can give examples if it is desired.

Mr. Justice Wills's opinion on the question of expense.

43611. *Chairman.*—That is to say, the simple process of paying a fee of £1, filing a complaint, and getting an answer, has been the means of settling many disputes?—A very large number. We have to make an annual report to Parliament, and these reports show the cases so settled. No less than 150 disputes between railway companies and traders were settled before trial last year.

43612. One hundred and fifty?—That was much beyond the average, and I should point out, that a large number of those disputes were between railway companies and traders as to demurrage for use of sidings.

43613. And no other fees were paid than those you have stated?—No other fees. If, when the trader gets the answer, he wants to reply, he pays 2*s.* 6*d.* fee on filing his reply, and then there is no other fee until the hearing.

43614. And then the costs are as they make them?—Yes.

43615. According to the counsel employed?—Yes. If the parties do not settle, and the applicant trader does not wish to go on with the case, he can abandon it without being liable to pay the railway company's costs, unless his application is held by the court to be frivolous and vexatious, and even in that case I have never known the railway company ask for their costs. But supposing the case is not settled, and the trader desires to have it heard, he can employ counsel or a solicitor, or he can conduct his case in person.

43616. There is no objection to that in your court?—There is no objection to a litigant appearing in person in any court.

Mr. Balfour Browne, K.C.—It has been done in the Railway Commissioner's Court. Mr. Goddard conducted his own case successfully.

Chairman.—As against the South-Western?

Mr. Balfour Browne, K.C.—As against the South-Western, sir. I did not like to mention that.

43617. *Chairman.*—What date was that case?—That case was heard in 1874. The complainant appeared in person, and a Queen's Counsel and a junior appeared for the South-Western Railway Company. The case lasted six days—five days hearing and one day for the judgment.

43618. Judgment generally is given almost immediately—I suppose the judgment in that case was given the following day, or was there time taken for

the judgment?—The hearing appears to have been concluded on the 3rd January, and judgment was delivered on the 6th. There was also a case of Palmer *v.* the London and South-Western Railway Company—a later case, in 1892—where the applicant drew his own application. The application is made by "David Palmer, of 19, Knightrider-street, carrier."

43619. Why have you selected all South-Western cases?—There was no intention of giving an undue preference, I assure you. In answer to that objection, I will hand in an application drawn in person by a Mr. Wyman against the Midland Railway Company. This was a case in which the applicant appeared in person, and a Queen's counsel and a junior counsel appeared for the respondents.

43620. What was the result?—The applicant did not win, but I do not think his failure was from want of advocacy, if I remember the facts of the case rightly.

43621. You have several other cases?—I have.

43622. To show that applicants can apply, do apply, and have applied successfully to your court?—Yes. I should like to go on to say that, assuming the applicant appears in person, it may be said that he is at a disadvantage in cross-examination. Well, of course he is to some extent, but I think our experience is, that in such cases, the Commissioners generally intervene, and do some of the cross-examination for themselves. The court in all cases wants to get at the truth with regard to the complaint, and if it is not brought clearly out will endeavour to elicit it.

Examined by Mr. Sexton.

43623. Where does the court usually hold its sittings?—It usually holds its sittings in the capital. It is found that it is cheaper to bring witnesses to the capital than to take counsel away from the capital. With regard to Ireland, I may say that the Railway Commission Court has sat in Londonderry and in Belfast—in Belfast on two occasions. But the only application that has ever been made to me since 1888 to have a case heard in any other place than Dublin was in that case which I mentioned of the Newry Town Commissioners. The applicants took out a summons to have the case heard in Newry. I considered the application, which was made on account of the number of witnesses they had, and the expense of bringing them to Dublin. The Great Northern Railway Company having offered to give free passes to the witnesses, the applicants said that they would prefer to have the case heard in Dublin, as they would have to pay their counsel less in Dublin than if they brought them to Newry. I notice that one of the witnesses examined before this Commission—Mr. Cook, a member of the Belfast Chamber of Commerce—stated that whatever tribunal might be appointed in Ireland to carry out the Railway and Canal Traffic Acts, it would be far easier for a trader having a grievance to go to Dublin than for the tribunal to hold an inquiry in West Clare or Donegal.

43624. The court has held all its Irish sittings in Dublin?—It has, since 1888; it has not been asked, except in this one case, to sit elsewhere.

43625. Since 1888 all the Irish sittings have been in Dublin?—They have been, because no application has been made.

43626. Have the Irish sittings been at long intervals?—No.

43627. Not at long intervals?—We clear our list of cases whenever there is a list. There have been intervals when there have been no cases.

43628. How many sittings have been held in Ireland since the Commission was appointed?—I should think an average of about three a year.

43629. Now you say that if a railway company are wrong, they will probably settle a case without trial?—Yes.

43630. You mean if they think they are wrong?—I mean that I do not think a railway company wants to fight its customers, if they can help it.

43631. Of course whether the railway company is wrong can only be determined by the judgment of the court. You mean that after application, and before hearing, if they think they are wrong they will settle?—I think so. Supposing a mistake has been pointed out, which they can set right—say in an allegation of undue preference—they can either level up or level down the rates, and adjust the matter.

43632. The impression in Ireland, rightly or wrongly, is that if the Company will not settle with a trader before he goes to the Board of Trade, or finally invokes your Commission, they will not settle with him after. Have there been many cases in which an Irish railway company, after application and before hearing, have settled to the satisfaction of the applicant?—I cannot say; there are so few applications from Ireland.

43633. Can you name any Irish case in which a railway company, after application and before hearing, has settled with a trader?—I know there was a case in Donegal—I could not give you the name.

Cases settled by the railway companies before trial.

43634. You cannot give me the title of any Irish case settled under those conditions?—There have been cases.

43635. After application and before hearing?—Yes.

43636. In Ireland?—Oh, yes, within the last few years I can recall several cases in which, when we were going to sit, we were told that the case had been settled before trial, and we need not come over.

43637. That may have meant that the trader was afraid to go on?—Oh, no; I am speaking of cases settled before trial. It did not mean that he withdrew the application, except as a term of settlement.

Several in Ireland so disposed of within the last few years.

43638. Were those cases between railway company and railway company, or railway company and a public department, or cases in which traders were parties?—Very few of the cases have been traders' cases; therefore most of the cases would have been cases between railway companies; but there have been one or two.

43639. So far I find little in your answers to justify the hope in the mind of an Irish trader that if he made an application, no matter how right his case might be, he would get it settled without a hearing. Now as to delay. I understand that between the application of the Dublin Port and Docks Board and the delivery of the judgment two years elapsed?—Oh, no; I think it was in March, 1906, that they filed their application.

The delay in obtaining a decision in the Dublin Port and Docks case.

43640. They applied to the Board of Trade in June, 1905?—But the Railway Commission Court had nothing to do with that; we date from the filing in our court.

43641. The Dublin Port and Docks Board naturally considered the whole time occupied in the process?—I am not concerned with any delay outside the Railway Commission Court.

43642. I agree; but this present Commission may inquire what time the whole course of litigation took. The Dublin Port and Docks Board applied to the Board of Trade in June, 1905, and judgment was delivered by your court in May, 1907?—Yes.

Two years between the application and the judgment.

43643. That is two years?—Yes.

43644. How much of the two years do you say the Port and Docks Board consumed? How much of it did they, shall we say, from your point of view, waste through not proceeding with expedition?—I am not suggesting that they wasted time at all; I am only giving dates. All I am concerned with is to show that an application was not filed in the Railway Commission Court until March, 1906, and that the pleadings were not closed until the following November; that no application was made to fix a date for hearing until December; and that when it was fixed in December it was heard in the following February—within two months.

43645. The point of view of the Port and Docks Board would be that they applied to the Board of Trade in June, 1905. You say that they delayed doing anything under the sanction of the Board of Trade from August until March?—Yes.

But delay due to necessary formalities which were not carried out by the parties.

43646. That would still leave eighteen months occupied in the various stages of the proceedings?—Yes.

43647. That is a long time?—You must remember that the Dublin Port and Docks Board did not wish their case heard until these cross-applications were heard also for the Great Southern and Western and the Dublin and South Eastern. These were extremely important inquiries, and there were very many interlocutory applications, all of which went to appeal. It was the most important case we have heard in Ireland, affecting the question of nearly all the through rates in the South of Ireland.

Eighteen months occupied in various stages of the proceedings.

Importance of the case, which affected almost all the through rates in the South.

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The Dublin Port and Docks Board case—*con.*

43648. The process from the application to the hearing of the case occupied a very long time?—But this is not a typical case—it is a very exceptional case, arising out of the amalgamation of 1900.

43649. It was very natural that the Dublin Port and Docks Board should speak of their own case, and of no other. They were speaking of their own case?—What I ventured to take exception to was the fact that it should have been stated that "the Commissioners had been coming to Ireland to try it for the last six months," when at that time they had not even applied for a date to be fixed for the hearing.

43650. Of the two years, it appears that only six months' delay can be attributed to the Port and Docks Board. Now as to costs. It appears that the costs, as stated to the Commissioners in previous evidence, were incurred. It appears that the sums stated had to be paid for costs in the several cases. Whatever comment you may offer, the facts is that these costs had to be paid?—I do not know. I have not had the bill of costs before me.

The costs in the Londonderry, the Dublin Port and Docks Board, and the G. S. and W. Railway cases.

43651. I did not understand you, in your evidence, to contradict the statement that these cases had cost these sums?—Which case will you take?

43652. The whole three. I first take the first case—the Londonderry case?—In the Londonderry case, as a matter of fact, I taxed the costs—that is to say, the party and party costs; I do not know about the solicitor and client costs.

43653. Those also are important to the client?—The Londonderry Commissioners brought in their costs at £2,156, and I allowed them, as against the Great Northern Railway, at £980. The Great Northern Railway brought in their costs at £2,700, and I allowed them at £590. That resulted in a balance of £390, which was paid to the Londonderry Commissioners. I do not know whether they have given credit for that.

43654. Considering that the other incidental costs did not come under your notice, judicially or otherwise, have you any reason to question their amount?—I can say nothing about costs which did not come under my notice.

43655. The statement may be quite true?—I cannot say.

43656. You do not controvert it? I think it is a very large sum; I should like to have taxed the bill.

43657. Of course, it was very unpatriotic of them to bring over three English counsel, but was it an unreasonably large Bar—two King's counsel and a junior?—No, I think not. The case lasted ten days in Londonderry. I think two counsel would have been overweighted.

The question of engaging a strong Bar in certain cases.

43658. You recall the description given by Mr. Justice Wills of the extreme difficulty and complexity of those railway cases—he said they were more difficult than those of any other court he had had connection with?—Yes.

43659. Do you consider that a strong Bar is not of importance in such cases?—Yes, I stated so myself, before Lord Jersey's Committee. My evidence was to the effect that the Court were extremely glad to have the benefit in complicated cases of eminent and experienced counsel.

Not regarded as important by the Court.

43660. Then you did not mean to suggest that a Bar of two seniors and two juniors would be an excessive Bar?—You are referring to another case now.

43661. Which case?—The case in which the Board of Agriculture had four counsel.

43662. How many counsel had the railway company in that case, or in any other case?—In the Great Southern case, I think, they had three counsel.

The large number of counsel engaged in the G. S. and W. Railway case.

43663. In the Great Southern case, which you have just mentioned, which was heard in Dublin last year, I think there were twenty counsel—about ten seniors and ten juniors altogether—for the different parties?—There were a great many interests—parties were allowed to intervene.

Deterring effect of heavy costs on the action of private traders.

43664. Now I will put this to you. So long as railways are private property, and directors, having full control of corporate funds for the purpose of legal proceedings, are brought into Court in defence of the companies, considering that a successful case against them may draw a long train of consequences, will they not always expend a large amount of money, and engage a strong Bar, and will not that dictate, necessarily, the expenses of the plaintiff?—But against that you have the fact that a large number of cases are settled.

43665. No Irish case has been settled?—Oh, yes; Irish cases have been settled.

43666. Between companies, yes, but not cases of traders?—There have been very few applications by traders in Ireland.

43667. That cuts both ways—the traders may not have confidence to apply?—I have gathered from the evidence that I have read that it is is not want of confidence so much as ignorance.

43668. Remembering the description given by Mr. Justice Wills and by yourself, I think both Mr. Justice Wills and yourself have really made it clear why these cases are expensive. Even though the case of an individual trader may appear to be simple, surely a first-class counsel will make even a simple case appear rather complicated before he has done with it. Take the simplest case, and give it to Mr. Balfour Browne, for instance—will he not envelop it in a sort of twilight before he has concluded his exposition?—I think I need not answer that.

43669. Would it be prudent or safe for anybody to encounter Mr. Balfour Browne without the best assistance that the Bar could give him?—It is not good assistance he wants, it is a good case. If he has got a good case, my experience of the Railway Commission, since 1882, is that he will not go empty away.

43670. Is it not the view of every litigant in all courts that he must provide himself with as strong a Bar as the other side?—That applies to some cases, but it does not apply to all infringements of the Railway and Canal Traffic Acts. Many of these cases in which we have a large Bar are not cases as to whether a particular rate should be 14*s.* or 15*s.*, but cases such as we heard last year, of complicated questions arising under private Acts; it is in those cases that the great expense is incurred, and that a very large Bar appears.

43671. I submit that in the simplest case, in which a trader objects to a rate, skilful counsel can, owing to the necessary complexities and ramifications of railway law, transform it into a very intricate case; and that no trader is safe in the the Railway Commission Court unless he provides himself with a Bar which, in point of competence, can stand upon a level with the Bar engaged by the railway company. Your Court is not to blame—your fees are moderate?—I think our Court would be to blame if that were so.

43672. How?—Because I think the Court would take care that any fringe, or colouring, put on by counsel did not obscure the real issue; and would take care that if a railway company infringed one of the provisions of the Railway and Canal Traffic Acts, that Order was made against that company.

43673. Is it not the case that not the litigant but the solicitor determines the scale of costs?—That is where the ignorance comes in.

43674. Very likely. But if you have a public not so well informed as the officials of a Court, they have to suffer the penalty of ignorance?—I should like to be allowed to suggest that there is no one better able than yourself to dispel that ignorance in Ireland.

43675. We are in course of doing it, but it takes some time. Now, if a solicitor advises a client that he ought to be represented by such and such a counsel, would the client be safe in disregarding such advice? It is well known that the railway companies do, and will in all cases, provide themselves with a first-rate Bar and I submit to you that so long as the railways are private property, and so long as the railway companies conduct their defence in your Court, the litigation in your Court, no matter how cheap your fees or how just your Court, cannot be otherwise than costly?—I think I have answered that question.

43676. I should like you to answer it a little more fully?—I thought I said that if a litigant has a good case, he is perfecly safe, in my opinion, if he comes into Court with no counsel at all.

43677. A litigant has a right to appear personally in any of the Courts of the King, but how often is that right exercised? What are the Bar for? Why are counsel engaged in all cases, if a litigant has a substantial chance of justice in being his own advocate? We know a man is a fool who is his own doctor—what is he who is his own advocate?—They have tried it in this Court, and not without success.

43678. You have failed to show me any case of an Irish trader doing so?—They will not come. We will welcome them if they come, and try not to send them empty away.

43679. It seems to me that you, as an officer of the Railway Commission Court, are defending the Court from a charge which is not brought against it, because the complaint is that from the nature of the cases.

as described by Mr. Justice Wills and yourself, the complainant is obliged to engage a Bar as efficient as that of the defendant?—What I have tried to make clear is this—that the Railway Commission Court, like every superior court, has to try both large cases and small cases. For instance, the Judges of the High Court may have to try small slander cases and breach of promise cases one day, with mostly junior counsel before them, and the next day they may have to try a very heavy case in which the law officers of the Crown and a large array of counsel appear before them—a case of enormous importance; and what I say is that the small cases in our Court can be heard in the same way that the small cases can be heard, and justice obtained, in the superior courts. There is no reason why small cases should not be dealt with as well as large ones in this as well as in other courts.

43680. There is no reason except that in this Court the defendant is always a corporation with unlimited funds and unlimited power to use them for the purpose of legal proceedings. That puts your Court in a position absolutely peculiar in comparison with other courts?—That is not unknown in other courts. There are defendants other than railway companies who are corporations and who own large funds.

43681. But in your court the defendant is invariably a wealthy corporation—wealthy, that is to say, for the purpose of legal proceedings. The company may pay no dividend, but it always has plenty of money for legal costs. I, at any rate, do not blame your court for the costliness of the proceedings, but, as I have said, costly proceedings are incidental to the nature of the case?—I hope I have endeavoured to answer that.

43682. I do not understand you to question that the Dublin Port and Docks Board did have to pay £3,000 costs?—Their bills of costs did not come before me—I did not have to tax them.

43683. Are you controverting their evidence, or are you not?—No. What I did point out was that it was a mistake to say that their costs were £3,000, because I take it that the £3,000 is the costs in all three cases. They intervened in the other two.

43684. But surely the three cases were virtually one matter?—No; they were under different sections of the Act.

43685. But the Dublin Port and Docks Board are the guardians of the traffic interests of the port of Dublin, and as such guardians were as much obliged to intervene in the first two cases as they were to proceed for themselves in the third?—There were three cases in which they appeared; their own case lasted practically two days, the other cases lasted six and a half days, and when it is stated, in that letter of Mr. Field's that the Dublin Port and Docks Board's costs amounted to £3,000, that amount no doubt includes their costs in the other two cases in which they intervened.

43686. On the legal point you are technically correct, and in a special plea your answer would be most effective; but from the Port and Docks Board's point of view, they being the guardians of the public, it did cost them £3,000 to defend their interests in the matter?—That may very well be. The statement I object to is the statement that their costs in their case were £3,000, when that amount represents their costs in all three proceedings.

43687. They understood by that expression, no doubt, the cost of the effort they made to defend the interests of the port?—As long as that is clear I am satisfied.

43688. Now let us take the Board of Agriculture case?—They had four counsel and they appeared for seventy-six objectors.

43689. I saw there was a railway case the other day before you in London in which there were thirty-four counsel—seventeen of them seniors?—That was not a case under the Railway and Canal Traffic Act, nor was this Great Southern case a case under the Railway and Canal Traffic Act. We were not carrying out our jurisdiction with regard to undue preference to traders, or facilities; those cases were cases under special Acts, which makes a very wide difference.

43690. I am merely suggesting that cases come before your Commission involving most intricate questions of law—cases which require a full assemblage of the most competent men at the Bar?—May I point out again that these cases are not cases which Irish traders would bring; they are under different Acts, and not under the Railway and Canal Traffic Acts at all.

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43691. That proves little?—Surely the Commissioners are exercising a different jurisdiction; they are almost sitting as arbitrators. In fact they were sitting as arbitrators in the Dublin Port and Docks Board case—they were appointed by the Board of Trade as arbitrators under the provisions of the Amalgamation Act of 1900.

43692. Do you suggest that the Department of Agriculture and Industries, appearing in their public capacity in a case in which they represented seventy-six other public bodies which also objected, had an excessive Bar in having two senior and two junior counsel. Do you suggest that such a Bar was excessive, or that it was larger than the railway company had?—I notice that there appear to have been two leaders and a junior in the case of the other parties.

Cost incurred by the Department of Agriculture in opposing the G. S. and W. Company's application to increase rates.

43693. Why, the resources of the Court were strained to hold the counsel?—So much the better for the Bar. As an old member of the Bar I would not complain of that.

43694. You are aware, I suppose, that the Board of Agriculture by its Act had the authority given to it, and the public funds provided, for the purpose of appearing on behalf of persons objecting to an advance of rates?—Yes.

43695. That authority really is understood to impose a duty, and if the Department of Agriculture had not taken upon itself the task of appearing for these other objectors it would have incurred blame; and was it not really a measure of economy for the Department to take the cost of objection upon itself?—I daresay, but what I want to point out is that if you have to spread this £1,000 over the various cases it does not work out at much per case.

The number of traders, etc., who were parties to the action.

43696. The Great Southern and Western proposed to increase rates on certain traffic from one station to another, and the question of advance of rate raised in one case would really determine the bulk of them, so that it was one case, although there were many objectors?—If they had liked, they might have taken a test case, and made it very much cheaper; but in taking up the cases of seventy-six objectors and employing four counsel, £1,000 does not work out at very much per case.

43697. They succeeded in that case, and they have since never brought another case?—They have appeared in other cases; they have instructed counsel to hold a watching brief in two other cases.

43698. Have they appeared in cases against proposed advance of rates?—There have been no other cases for advance of rates.

The G. S. and W. Co.'s application one under the Amalgamation Act of 1900.

43699. No railway company applied for advance of rates since then?—This also was not under the Railway and Canal Traffic Act; this was under a special provision of the Amalgamation Act of 1900.

43700. Whatever comment you may make upon the interventions, or the different branches into which questions are split up, it does appear that the costs incurred may be great. You are not in a position to impeach the correctness of the statements made as to the amount of costs?—I have merely made certain observations.

43701. And those observations are no doubt ingenious?—I do not claim ingenuity for them.

43701A. Your observations do not affect the veracity of previous witnesses as to the amount of the costs.

Chairman.—Mr. Macnamara cannot do that.

Jurisdiction of the Court with regard to Irish railway rates.

43702. *Mr. Sexton.*—I want it understood that the evidence of those gentlemen in Dublin who came forward and stated that certain costs were incurred is not impeached. Just to finish, I will ask you a question or two about the jurisdiction of your Court. As to the amount of a rate; if a railway rate in Ireland is within the maximum, and if it is not higher than it was at the end of 1892, what jurisdiction has your Court as to the amount of it?—None.

43703. If a rate is within the maximum of the class, and if it is not higher than it was at the end of 1892, what jurisdiction has your Court with regard to the rate?—I do not quite follow in what way you mean. What is the application with regard to the rate to be?

43704. That it is too high?—That the rate is too high?

43705. Yes—an application to reduce the rate?—No application can be made to reduce the rate.

43706. No application?—No; the rate would be reduced if it was a question of undue preference; it

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might be reduced in that way, assuming the Court thought a certain rate amounted to undue preference, then the rate might be lowered, or the other rate made higher; it might be altered in that way.

43707. Levelled?—Yes, levelled up or levelled down.

43708. *Mr. Balfour Browne*, K.C.—I think what Mr. Sexton is alluding to is the increase of a rate?—He did not use the word increase.

Jurisdiction of the Court with regard to railway rates.

Mr Balfour Browne, K.C.—No, but he referred to a certain date—1892. That date is no longer the date which limits an application. If a rate has been raised at any time, the Court of Appeal has held that the Railway Commission Court has jurisdiction.

43709. *Mr. Sexton.*—What is their power to reduce a rate? Of course, it is clear that if a rate is over the maximum, they may reduce that?—If a rate is over the maximum, it is an illegal rate, and the Commissioners would make an Order at once.

Obligation on the railway companies to justify any increase in rates.

43710. But, in any other case, it must be shown that there has been an increase of rate?—A railway company cannot increase a rate now without giving notice. Any trader can call upon the railway company to justify the increase, and the Commissioners may inquire into that, and declare whether or not the increase is reasonable.

Rates within the maxima not open to revision by the Court on the ground that they are too high for the trade and industry of the country.

43711. The general Irish complaint in evidence is this—that classes of rates in Ireland—interior rates and export rates—are too high for the trade and industry of the country to bear them, apart from any question of whether the rate is under the maximum or whether it has been increased. Does the jurisdiction of your Court touch that state of affairs?—Not if they are rates within the maxima. Reasonable maxima rates were fixed for Ireland after a very lengthy inquiry by Lord Balfour of Burleigh and Sir Courtenay Boyle.

Legislation necessary for any extended jurisdiction.

43712. I should like to submit that the real question is this—firstly, that the jurisdiction of the Railway Commission Court is so limited that it does not touch the general Irish complaints with regard to rates; and, secondly, that the costliness of the Court is due in no measure to any fault of the Court or of yourself, but to the nature of the cases brought before it, and the wealth of the corporations, who are always the defendants in those cases?—I am afraid that that involves legislation. We are the creatures of Statute, and we carry out whatever duties Parliament imposes upon us.

Ireland's objection to the Court.

43713. Quite so; and you carry them out, I am sure, ably and justly. But the point is that your Court, by reason of the limits of its jurisdiction, cannot touch, far less cover, the ground of the Irish complaint, and that, willy-nilly, whatever you may desire, litigation in your Court must be costly as long as railway companies are defendants. Have you any objection to make to that statement of the case?—I would rather not express any opinion one way or the other.

Mr. Sexton.—You understand, at any rate, that it is to the want of jurisdiction of your Court, and to the costs incidental to the nature of the proceedings that objection is taken in Ireland, and not in any way to the Court or to yourself.

Examined by Mr. ACWORTH.

The suitability of the Court for dealing with small cases.

43714. I remember Palmer's case—it was a small matter of admission to a yard at the same time as railway vans, was it not?—It was.

43715. Supposing that had taken place at Limerick, would it not have been rather cracking a nut with a steam hammer to have taken the Commission over to Dublin to decide it?—Supposing it had taken place at Limerick, you are assuming that the hearing would have been in Dublin.

43716. Would it not have been almost absurd to have taken a Commission, whose time is valuable, to Limerick to decide a question of that kind?—It does not cost the parties anything to take the Commission over to Dublin.

43717. It costs somebody?—As a matter of fact, we group our cases, and generally manage to hear two or three at the same time; so, probably, we should have to go to Ireland anyway.

43718. But would you not agree with me that, even leaving out counsel, a tribunal of that importance is too big a tribunal to deal with a case such as Palmer's?—I think not.

43719. Very well, I will take it so?—The Court has been constituted to deal with large cases as well as small cases, and there must be many small traders' cases; and I think the Court ought to go and hear them when they arise.

43720. You think they ought to have the benefit of a "red judge," as is said in assize cases—is that your view?—Yes.

43721. You would agree with me, I expect, that railway law is, at least, of average complication?—Yes.

43722. And that the big cases bring up as big masses of complicated facts as almost any cases that come before a High Court?—Yes; but not all cases under the Railway and Canal Traffic Acts. For instance, under section 10 of the Act of 1888, a dispute as to the legality of any rate or charge can be decided by the Railway Commission on a joint application.

43723. Take a case under the Act of 1894, like the increase of coal rates?—You have taken the very biggest case under that Act that we ever heard.

43724. Quite so; I did it intentionally; but in a case of that kind, there are complicated questions both of law and of fact?—Yes.

43725. Would it not, therefore, seem to follow that counsel are at least as necessary as in an ordinary law court?—In large cases, yes.

43726. And, as Mr. Sexton has said, people in the law courts who try to do without counsel are not very wise. Now, I just want to ask one or two other questions. There has been a suggestion to us that matters might be made better for the trader if counsel were excluded and solicitors were allowed—do you care to express any opinion on that question?—Solicitors are allowed now.

43726A. But the suggestion is that the rule should be altered, and solicitors allowed to appear, and counsel not allowed to appear.

Chairman.—As a barrister, Mr. Macnamara would not, perhaps, care to discuss that.

Mr. Acworth.—He is not a practising barrister. I only wanted his opinion.

Witness.—I thought I had already said there are cases in the Court in which an applicant can appear in person, given that his case is good, and not very complicated; there are other cases in which he can appear by solicitor (a solicitor appeared only last month against two counsel); and then there are still other cases which require the most eminent counsel to plead them.

43727. I am afraid you do not quite appreciate my point. The suggestion is that in order to reduce the costs to the litigants counsel should not be allowed to appear?—I beg your pardon—I missed your point.

43728. Both sides would be permitted to have a solicitor—the railway company would have their own solicitor, and the trader would have his own solicitor?—I would rather not express any opinion on that.

43729. Perhaps you would not care to express an opinion on this point either—on the change in the law since 1894 as to not awarding costs?—It was passed in consequence of the Report of the Committee of 1893. In that Report they justified the proposed alteration of the law on the ground that evidence had been given before them that many traders had been prevented from bringing complaints before the Railway Commission because of the fact that if they lost they were liable to pay the costs of the railway company, and they recommended that alteration of the law. I do not wish to express any opinion.

43729A. If you do not wish, I will not ask you.

Examined by Mr. ASPINALL.

43730. A suggestion has been made by a number of witnesses that a County Court Judge in Ireland should be the authority to deal with many cases of complaint. Would you, from your experience, consider that County Court Judge, who may be one man to-day and another to-morrow, in different parts of the country, could deal effectively with complaints about railways?—As an officer of the present Railway Commission, I would rather not express an opinion upon what the constitution of any tribunal for carrying out our present duties should be.

43731. But assuming that the railways in Ireland did not remain in their present state, and were not made up of a number of companies, but were thrown into one concern, managed by the Government, would there not still be cases in which traders would have to bring complaints against rates, especially in the case of through rates from Ireland to England, by an Irish railway, and by a steamship company, and then an English railway—would not such cases be very

complicated, and would they not require counsel?—In such cases as that, no doubt there would be complicated questions.

43732. Supposing they were Government railways, you might have arrayed the law officers of the Crown on the one side, and it would be necessary for the other parties to have counsel to meet that array—is not that so?—Very likely.

43733. *Chairman.*—Do you wish to ask any questions, Mr. Balfour Browne?

Mr. Balfour Browne, K.C.—No, sir; I feel I have been on my trial. There is only one thing, perhaps, Mr. Macnamara could tell me. Supposing the solicitor to have the sole audience in the Court, there would be no objection to counsel being debarred, I suppose?

Chairman.—Mr. Macnamara, we are much obliged to you for attending to give evidence.

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Mr. Walter Henry Macnamara, B.L., Secretary and Registrar, Railway and Canal Commission.

Mr. JAMES F. O'DONNELL, J.P., examined by the CHAIRMAN.

Mr. James F. O'Donnell, J.P., Burtonport, Co. Donegal.

43734. I think you are a Justice of the Peace from Burtonport, County Donegal?—Yes.

43735. Are you in business there?—Yes.

43736. Have you been requested by any authority to come and give evidence before us?—No.

43737. You have come in your individual capacity?—I have. I am a member of the Glenties District Council; I am an hotel proprietor at Burtonport.

43738. What railway serves your district?—The Lough Swilly.

43739. What is the particular industry in Burtonport—it is a pleasure place, is it not?—A fishing place; that is our chief industry.

43740. What have you to say about the fishing industry?—Some five or six years ago the Government constructed a line of railway, at a cost of £215,000, from Letterkenny to Burtonport.

Mr. Shanahan.—The line cost £315,000.

43741. We have had evidence upon that. It has been brought under our notice several times. Do you consider the working of that railway satisfactory?—I consider it most unsatisfactory.

43742. Why?—Because there are constant breakdowns upon it. We have many reasons of complaint. It is detrimental to the tourist traffic of Donegal. The first year that the railway opened the receipts at my hotel exceeded what I have received for the last four years. We had tourist traffic, excursion tourists, and all those have turned their backs by reason of the bad reports they have heard of the railways.

The Letterkenny and Burtonport Railway.

43743. Your contention is that that large amount of money spent for making that railway has not tended to develop the district?—Yes, it was made for that purpose, but it is not properly worked. My contention is that the railway could be made to serve the district much better.

43744. If properly worked by the railway company?—Yes.

43745. Are the rates and fares reasonable?—Well, the rates are fairly reasonable, but still the rates on fresh fish we consider far too high.

43746. You are not directly interested in the fish trade, only as a resident in the district?—I am directly interested in the fish trade. I was instrumental in bringing a man from London, Mr. John L. Sayer, of Billingsgate, to spend over £14,000 on that coast. He has done much to develop the fish industry on that coast.

43747. Is the industry fairly prosperous?—Fairly prosperous, but it has not been so this year on account of the weather. It is entirely due to the weather.

43748. Not to the railway?—Not to the railway.

43749. What is the length of that line?—The length from Letterkenny to Burtonport is forty-nine miles.

43750. I see you, like most of the witnesses, agree that if the rates were reduced it would be an advantage to the district. I suppose that goes without saying, does it not?—Yes. That applies particularly to the rates on fresh fish. A man coming to Burtonport and landing two or three boxes of fresh fish is debarred from putting them into the fish market, or any station along the line, owing to the excessive rates charged. Fish coming from England or Scotland can reach Letterkenny almost as cheaply as fish coming from Burtonport, although Burtonport is only forty-nine miles away.

43751. Is the fish sent all over Ireland, or only to England?—Principally to England, and also to the Continent and America. It is cured at Burtonport, and goes direct to the Continent and America.

43752. And that gives employment to a good many people, I suppose?—Oh, yes, it does.

43753. What, in your judgment, would be a remedy for this state of things of which you complain?—It was for the development of the fish industry that this railway was principally built, and I think that if the rates on fresh fish were much reduced, or if the fish were carried at the same rates fresh as when cured, the line would benefit the man who catches the fish very much, and the fresh fish traffic would increase.

The development of the fishing industry retarded by high railway rates.

43754. How many fishing boats are employed?—Over 400, principally small open yawls about twenty-seven feet keel.

43755. I suppose there are about five men in each?—Yes; five men in each yawl and seven in fishing luggers.

43756. It is a most important industry?—It is a most important industry; in fact it is *the* only industry on the coast of Donegal. We had granite quarries opened up some years ago, but for some reason or another they failed.

43757. Would you like to see the railway worked by a larger railway company or by the State?—I think from my own personal opinion State ownership would be much the best.

State ownership of the railways under the control of an Irish authority advocated.

43758. And worked by an Irish authority?—Well, I should say so.

Examined by Mr. SEXTON.

43759. This appears to be a case of good intentions, and considerable effort, which failed to secure the desired results?—That is it.

43760. The Government came to the rescue in this case, and expended over a quarter of a million upon making a line of fifty miles for the purpose, mainly, of developing that fish industry?—Quite so.

Industries undeveloped under existing management of Burtonport Railway.

43761. Secondly, for the purpose of bringing the farmers in that district into touch with the markets?—Yes.

43762. The line has been four years working?—More than that; five years on the 7th March last.

Mr. Shanahan.—The line was opened on the 9th March, 1903.

43763. When the Government came in with funds, and the Board of Works superintended the construction, and a prosperous existing company was found to work the line, one would have thought that all needful conditions combined to ensure success. Do you agree?—One would have expected that between them they might have done more good?—Yes.

43764. What you say is that the live stock rates are unsatisfactory?—They are, to a great extent. Cattle-dealers complain frequently.

Live stock rates unsatisfactory.

43765. That the fish rates are far too high?—They are far too high for fresh fish.

43766. That even the women who cure fish are charged fares too high?—They are not even treated on the same basis as their fathers and brothers who travel on the same lines in the same carriages.

Complaint as to unequal treatment of fish curers and reapers in the matter of fares.

43767. How do you account for that?—I can account for that. I have known cases where a father, his son and daughter travelled from Burtonport to Londonderry by rail on their way to earn a livelihood in Scotland; the father and son got reapers' tickets, which were something like 3*s.* 3*d.*, while the daughter had to pay 5*s.* 8*d.*

43768. *Chairman.*—Those are cheap tickets for reapers?—Yes.

43769. That is an advantage to the reapers?—Of course it is; but I do not see why the daughter should not go at the same rate.

Chairman.—She is not a reaper.

43770. *Mr. Sexton.*—A woman cannot use a sickle so well as a man. I suppose she had to sell fish?—She was going to work at the fish, cleaning and gutting them.

43771. And what she fails to understand—I confess I share her difficulty—is that while her father and brother go as reapers at the lower rate, she cannot take advantage of that lower rate to travel for the

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purpose of her work in preparing fish for the market?—Yes.

43772. You are in sympathy with that complaint?—Very much.

43773. And so am I. If they want to develop the district, why not give these low rates for the purpose of developing the district as well as in the case of peope going to work at Glasgow?—It should be done, in order to give our women a chance to earn a living.

Inadequacy of the Burtonport landing slip for the requirements of the fishing boats.

43774. It is a curious thing that when the Government have provided funds for constructing this railway to meet certain public needs, they have kept this fish traffic down to the minimum by not providing even fair accommodation?—Although over 400 boats land fish at Burtonport during the fishing season, there is not accommodation for six boats to come alongside the slip at low water.

43775. *Chairman.*—How is the fish landed?—It is landed at a pier that was built for the ratepayers for landing seaweed at.

43776. But still they can land fish there?—Not at low water. It is a dry dock. The men have to carry the fish in boxes and baskets right through the mud, and heave them up by ropes at the end of the pier.

43777. *Mr. Sexton.*—And that pier was intended for a different class of boats?—Yes; it was built for the use of the ratepayers, and is maintained by them.

43778. Boats that run for seaweed are not the class of boats that go for fish?—Not in all cases.

43779. *Chairman.*—Is the harbour dry at low water?—Yes, it is.

The slip constructed by Board of Works as well as the railway.

43780. The boats are all aground?—All aground at low water along the pier.

43781. *Mr. Sexton.*—How long has the slip been there?—It was built by the Board of Works at the time the railway was constructed.

43782. Probably the Board of Works intended that slip to be supplementary to the railway?—That is what it was meant for.

43783. But it is not efficient for that purpose?—No, it is not large enough.

43784. Not long enough, and in other ways not suitable?—Entirely unsuitable. Even the sea-wall which was constructed at that time between the railway station at Burtonport and the ratepayers' pier has been carried away since it was built some five years ago.

The sea-wall carried away since construction of line.

43785. This pier you speak of?—Yes, the breakwater between the railway station and the ratepayers' pier.

43786. Is there no pier available now?—No pier at low water.

43787. The ruins of it are available?—The ruins of it are available at high water.

Accident on the railway at Owencarrow.

43788. How long has this been so?—Since last Saturday fortnight or thereabouts. We had a collapse on the Lough Swilly Railway also that day—a train blown over the Owencarrow viaduct.

43789 What is the crew of a fish-boat?—Five for open yawls.

43790. And there are 400 boats?—Yes.

Number of boats and people engaged in the fishing industry at Burtonport.

43791. So that there are 2,000 men?—Yes, when the fleet are all fishing.

43792. Therefore the fishing represents the subsistence of about 10,000 people, I suppose?—More, I should say, including all who are employed—women and men.

43793. In order to allow fishing to be carried on as it ought to be, the efficiency of the railway as a help to the fishing industry consists in this—in the degree in which it promotes cheap and rapd transit of the fish to the market?—Yes.

43794. But it is neither cheap nor rapid?—No; and there are no facilities for landing the fish at the terminus, resulting in loss of market very often.

43795. You have been there for four seasons endeavouring to use this pier. Does the use of this pier mean that the fishermen are incommoded and hampered at their work?—They are very badly handicapped.

The trade greatly hampered by the unsatisfactory landing facilities.

43796. How many boats can be accommodated at the pier at the same time?—At low water none can be served on the pier.

43797. When it is available, at high water?—At high water I suppose 40 to 50 boats can be served—not at the railway pier, but at the ratepayers' pier, or the County Council pier.

43798. There are two piers?—There is a small pier used for seaweed at high water, and the railway breakwater.

43799. It is of no use to you?—Not for the fishing business, because it is principally used for seaweed in the seaweed season, and is good for nothing at low water. There is no proper approach to the railway station. The Board of Works made an attempt to make an approach road, and when it was half finished, for some reason or another it was stopped.

43800. The Board of Works retired from that job exhausted?—They were stopped. The only access for the travelling public is the ratepayers' pier, which is dangerous on dark nights.

43801. So that in point of fact, although this Board of Works pier was made to make the railway useful to the fishermen, the fishermen have to use the other pier?—They have no pier to use at low water.

Mr. Shanahan.—I happen to know the reason why the Board of Works could not complete the road. It was that some intervening owner could not be arranged with as to the transfer of his rights in the land.

43802. *Mr. Sexton.*—The Board of Works have not got it all their own way. (*To the Witness*).—Do you know the intervening owner?—I do.

43803. He refused to facilitate the Board of Works?—There was a misunderstanding about that. There was a Mr. John Herdman, who owned a steam-boat store on the pier and the land adjoining, thirty feet behind, who was quite satisfied to allow this approach road to be made at the time the railway was made. He was quite agreeable to allow this approach road to be carried on without any difficulty whatever. In the meantime, the Board of Works delayed the construction of the road (for want of money), and John Herdman died, and then his agents thought that they could get a pile of money from the Board of Works for the site. The Board would not agree to this, and the work was stopped. That is the truth of the case; and even the brother-in-law, Sir Nicholas Gosselin, was as well aware as I was that the late Mr. John Herdman offered this site.

43804. Considering that fact, do you think the Board of Works were justified in resisting what they might regard as an exaction?—In that case I think the Board of Works did all they could. However, they did not wish to pay the executors or agents of John Herdman money for making a rock cutting for him, and the interference of Herdman's agents left the public to suffer.

43805. But you have not got the road?—No; and the public are left to suffer. The railway has built that station there, but it is not connected with any county road.

43806. Between one thing and another, the great bulk of that fleet of boats have to wait about for pier accommodation?—They have to waste their time, often resulting in the loss of a night's fishing.

43807. Wasting fresh opportunities of fishing?—Quite so. I do not know any fishing port in Ireland much more handicapped for want of facilities than Burtonport.

43808. This extraordinary railway keeps away the tourists, you say?—Very much so.

43809. Do you mean that there are fewer tourists than before the railway came?—There are.

43810. They prefer to jog along on jaunting cars rather than trust their lives to this line?—As far as Burtonport is concerned, they do. The first year they travelled by that line they had ample time to get out at some stations and kill a salmon or two while the engine was being got ready to go on again.

Mr. Acworth.—That must have been an attraction, I should think.

43811. *Mr. Sexton.*—Have break-downs become so frequent on that line that they have ceased to have the interest of novelty?—Yes, it is unpleasant, and very much against the tourist traffic and the development of the district.

43812. It is not only that the trains break down, but there was a bridge also?—Still worse, the train has been blown over lately.

43813. We simply want the fact that there was a break-down some time ago?—Yes.

43814. And quite lately a train was blown against the parapet of the viaduct?—It was.

43815. Was that by the force of the wind?—There is a sharp curve on the approach to the viaduct.

43816. Either the wind or the curve must have been exceptional?—There is a curve going on to the viaduct, and it was very stormy that day.

43816A. *Chairman.*—It was a frightful gale?—Such gales are nothing new on the Donegal coast.

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Complaint as to excessive fish rates.

43817. *Mr. Sexton.*—Are trains on that viaduct liable to be blown against the parapet?—Yes. People are very much afraid to travel since in any storm.

43818. Well, if this is the result of an expenditure of a quarter of a million of public money, and of the joint exertions of the Imperial Government, the Board of Works in Dublin, and a prosperous working company, do you not think that if you had the Irish railways worked as one system by an authority responsible to Irish opinion you would be more likely to get a better service on this line at lower rates?—Oh, yes; I think it would be much more satisfactory for all concerned.

Examined by Mr. ACWORTH.

43819. The present Government arrangement as to the pier has been pretty bad, I gather?—Yes; it could not be worse.

43820. And they made a bad bargain, I gather, with the railway company. They did not succeed in making the railway company do their duty?—No.

43821. But you think if you call it an Irish Government instead of an English Government, you will change its nature, and it will do everything it ought to do?—I do not say that. The Irish Government would do very badly if it did not manage it better than it is managed at present.

43822. At present the position is that the taxpayer has paid £300,000 odd to make your railway—it has made a present of that to the district?—Yes.

43823. The railway is working, and is just about a little more than paying its working expenses. That is right, is it not?—I think it is paying a fairly good dividend.

43824. Oh, no; it is paying about £500 or £1,000 a year beyond the working expenses.

Mr. Shanahan.—It is paying no dividend at all, because there is no dividend to pay.

Mr. Acworth.—It is providing about £500 net money, of which a portion goes to the Government as interest on £300,000, so that the Government is getting one-tenth of 1 per cent., or something of that kind. You cannot call that a dividend.

Mr. Balfour Browne.—£1,619 is the exact figure.

43825. *Mr. Acworth.*—How much did the Treasury get out of that?

Mr. Shanahan.—One-half goes to the working company, the other half to the Treasury.

Mr. Tatlow.—It goes to reduce the liability of the Treasury.

43826. *Mr. Acworth.*—I see. That being so, you want to have the rates reduced further?—Yes. But take two years ago—last year was a bad year, there was no fishing. Take two years ago, and you will find that the receipts differed very much from last year.

Mr. Tatlow.—This is 1906. These are the last available figures.

Witness—1905 was our best season, and the best for the railway.

43827. *Mr. Acworth.*—You want to get the rates reduced further?—I want the rates on fresh fish reduced further—reduced from station to station—and better service.

43828. Who is to stand the loss?—When the Government build the railway free, we think that the people living in the district ought to benefit by it. It was built to develop the fishing industry—and it has done little or nothing in that respect.

43829. When the county makes a new road, do you expect them to pay for driving your jaunting-car as well as providing the road? Does it not seem enough that the Government has given you the railway for nothing, and do you not think you ought to pay at least the expense of moving the fish along?—I think the only party which has derived any benefit from it is the railway company. I have lived all my life there, and the only benefit that the Donegal man has derived from it is that he is in out of the rain. As far as developing the fish industry is concerned, the railway has done practically nothing.

43830. When you have to go to Letterkenny, do you ever drive nowadays?—No.

43831. You have got that benefit then?—Yes; but I was certain of reaching it some time with my horse and car, which is very questionable on the Lough Swilly Railway, some days.

43832. Why do you go by railway?—Well, we all like to keep in out of the rain, if possible.

43833. You say that the rate for fresh fish to Letterkenny is very high?—Yes.

43834. What is the rate?—It is over 15*s.* a ton, in any case.

43835. Over 15*s.* a ton from Burtonport to Letterkenny?—Yes.

43836. You said it was very nearly as high as from England to Letterkenny?—They can have small parcels of fresh fish from Grimsby, of 6 lbs. weight—I do not know whether by rail or post—for 2*s.*; and if we sent 6 lbs. on the Lough Swilly to Letterkenny we would almost have to pay 2*s.* freight on it.

43837. You think the rate from Burtonport to Letterkenny for 6 lbs. of fish would be 2*s.*?—No, I do not say that. I say that if you send a parcel of fresh fish to Letterkenny by railway it will be 1*s.* for 6 lbs. It is sent at parcels rate; it is perishable.

43838. You gave me a 15*s.* rate to Letterkenny; you are not comparing that with the tonnage rate from Grimsby?—No. What I wish to explain is this. For instance, a fisherman lands two or three boxes of fresh fish of a morning at Burtonport, and this man, although he has been out all night with his lines, finds in the morning when he lands his fish at the port, that there are only two or three shopkeepers there, and he must dispose of his fish to these people at whatever price they are prepared to give.

How the senders at Burtonport are affected thereby.

43839. That is not the railway's fault?—It is entirely the railway's fault. If he could get his two or three boxes of fish at a reasonable rate to some of the intermediate stations, where they could be used, and sold at a remunerative price—if he could get his boxes of fish at 6*d.* a cwt. to Letterkenny or some intermediate station, it would encourage his neighbours and himself. But when he comes to Burtonport with his fish, and sees that he is at the mercy of these two or three shopkeepers, he says, "I am not going there any more," and neither will his neighbours.

All the trains "mixed."

43840. Can you tell me what the rates are to which you object from Burtonport to any of these local stations?—They exceed 15*s.* on fresh fish.

43841. They exceed 15*s.* a ton?—Yes, on fresh fish.

43842. Is that the passenger train rate?—We have none but the passenger train there. The passenger trains bring goods, and the goods trains passengers.

43843. They are mixed?—Yes.

The issue of cheap tickets to fish curers advocated.

43844. Just one other thing: you do not object to the reapers getting cheap tickets, do you?—No, I do not.

43845. Do you think everybody else ought to have cheap tickets?—Those that can afford to pay, I think, should pay.

43846. How is that to be settled? Are you and I to go to the booking office, and say we cannot afford to pay?—A labourer is quite different to a gentleman.

43847. Do you suggest that all labourers should be entitled to go at these low rates always?—I do.

43848. You know there is no other railway in Ireland that does it?—Oh, yes; on the other side of Donegal, that is now owned by the Great Northern, they give reapers' tickets.

And the extension of reapers' tickets to women urged.

43849. But you have reapers' tickets here, too?—We have, but not for our women.

43850. Do they give reapers' tickets to women on the other railways?—I think all labourers—men and women—should pay alike.

43851. *Chairman.*—You said to me that these women came in groups to Scotland and other places for gutting the herrings?—That is so.

43852. They go in parties, just the same as the reapers go to reap the grain?—Exactly.

43853. And you contend that if one class gets a low rate the others should?—Yes.

43854. That is your contention?—Yes.

43855. It is not the case of a single girl?—Certainly not.

43856. *Mr. Acworth.*—I was dealing with the case you gave. You gave the case of a man, his son, and his daughter?—Yes.

43857. That was not a party of reapers or a party of fish girls; that was three people?—But there were hundreds travelling with them on the occasion I refer to.

43858. You did not tell me that?—I only took this case in point. The girl was one of the party; she came to me, and said, "My father and my brother have got reapers' tickets; would you go and speak for a lot of us?" I did so, and when I was refused, I threatened to drive them myself in my cars to Fintown, on the Donegal line.

43859. There are cheap tickets given to reapers, and you think the same class of tickets ought to be applied to girls going to work in the fish trade at Wick or Aberdeen, or whatever it is?—Yes.

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43860. That is all you are really asking for, as far as that is concerned?—Yes.

43861. You do not, of course, suggest that every workman ought always to travel at less than the third-class fare?—I do not at all. Another matter I might mention is the rates from station to station. For instance, a man orders a 5-ton lot of turnips from Londonderry, he will get five tons of turnips to Burtonport at 5*s.* per ton, whereas if he orders them from Newtowncunningham or Letterkenny, both of which are nearer, the charge will be 8*s.* 4*d.* or 8*s.* 6*d.*

Comparison of rates for turnips, Londonderry to Burtonport with Newtowncunningham and Letterkenny rates.

43862. I suppose steamers come occasionally from Derry to Burtonport?—No; there have been no steamers for the last six or eight months.

43863. But you have had them?—We have.

43864. I suppose you will not suggest to the railway company now that the steamers are put off that they had better put up their rates?—I must say for the railway company, that they have not put up the rates.

43865. *Mr. Sexton.*—They have left the rates down?—Yes; to fit the rate from Derry.

Examined by Mr. ASPINALL.

The bulk of the "catch" cured and exported by steamer at low rates.

43866. What proportion of your fish goes to England?—I should say that three-fourths, at least, goes to Scotland and England and the Continent.

43867. And the other quarter is distributed in Ireland?—Very little in Ireland owing to the high rate.

43868. Where does the other quarter go to?—It is very few of our fish that are consumed in Ireland.

43869. So that the railway rate is of great importance to you?—Yes, it is.

43870. The railway rate must be of great importance to you if it all travels by rail through Ireland to England?—It does not all travel by rail.

43871. How does it go?—By steamers direct. We get a much cheaper rate by steamers.

43872. *Mr. Acworth.*—It is mostly cured fish?—Yes; we get our cured herrings from Burtonport to Glasgow at 1*s.* a barrel, whereas if we sent by rail it would cost 2*s.* 3*d.* or 2*s.* 6*d.*

Reduced rates required to encourage the fresh fish trade.

43873. *Mr. Aspinall.*—The majority of the fish goes by sea?—All the cured fish, I may say.

43874. So that the railway rate is not of much importance, because you do not send much by rail?—But if we had a much cheaper rate for fresh fish it would benefit the fishermen—the men who caught the fish as much more would be sent fresh.

43875. You want that to go from Burtonport in the same way as it is sent from Grimsby in small parcels without the intervention of the middleman?—Not in small parcels. Suppose I want a five-ton lot of fresh fish to go to Billingsgate, I want the rate from Burtonport to Londonderry to be the same as if I sent a five-ton lot cured.

43876. You mentioned a certain arrangement which was in force with regard to Grimsby fish—an arrangement for sending small parcels; I understood you wanted that in force?—Not at all. What I wanted to explain was this, that the rate on fresh fish should be much lower than it is in order to develop the fishing industry on the coast of the county; more fish would be sent fresh if the rate was lower.

43877. You are not aware that at Grimsby and similar places there is a very large trade done by sending fish in small parcels direct to the consumer at very low rates?—Yes, I understand there is.

43878. And that you have not asked for?—No. What we want is a cheap rate for our fresh fish by the railway.

43879. *Chairman.*—When the fresh fish is caught you want a cheap rate to send it into the country?—Yes; men going out with their lines, when they come in with fresh fish, are left to the mercy of the few shopkeepers for want of a cheap rate. Suppose a man comes and sells five shillings worth of fish at Burtonport, if that went to Letterkenny, or some place where they could get a good price, it might command a pound.

43880. *Mr. Sexton.*—If this railway gave a better system of service and rates, would there be a great development of the fish traffic?—There would, certainly.

43881. The receipts might be greatly increased, and the profits be more?—Much more. Take the case of one man landing a few boxes of white fish; there would be 100 men the next night if this man was successful in getting a good price for his fish, but there is no encouragement by the railway.

43882. If all the receipts were in one purse for Irish railways it would be much easier to get such questions as this determined?—Yes, I think so. Take the Post Office; it gives the same facilities to a Donegal man, although he may be living in the mountains nine miles from the nearest Post Office, as if he lived in the heart of Dublin.

43883. You think transit ought to be dealt with as a general question, and not every line dealt with according to the particular circumstances of that line?—Certainly not.

Mr. Balfour Browne, K.C.—This gentleman said, sir, that the rate for a small parcel under 5 lbs. from Burtonport to Letterkenny would be 2*s.*

Witness.—I said 6 lbs.

Mr. Balfour Browne, K.C.—I have the rate here; not exceeding 6 lbs. for that distance would be 6*d.* That is the right rate.

Mr. Acworth.—And from Grimsby it would be 2*s.*; so that allows 1*s.* 6*d.* for the value of the Grimsby fish.

Witness.—Supposing there were 6 lbs. of fresh fish sent on the line from Burtonport to Derry, it is a very small fish that is only 6 lbs. weight, it is not a big fish, and to put 6*d.* on to the price of a haddock or a whiting would be a good deal.

43884. It would be a very big haddock which weighed 6 lbs.?—It would kill the price dead.

Mr. Balfour Browne, K.C.—Of course for larger parcels the rate is much lower; 24 lbs. go for a shilling.

43885. *Mr. Sexton.*—You do not get haddock and whiting of 6 lbs. weight, do you?—We get haddocks 6 lbs. in weight. You will get very few whiting of 6 lbs. weight. Of course there would go no such small parcels from Burtonport at all; but I say with two or three boxes of white fish the fisherman is debarred from sending them owing to the high rate.

43886. *Chairman.*—You had better instruct these fishermen to go to the station and see what the rates are, because evidently you do not know?—Yes, I do. I am in the fish line myself; I cure fish, and I send them fresh; I know it is 15*s.* I was the first man to cure at Burtonport, twenty years since.

43887. Fifteen shillings a ton?—Yes. During the month of November last I bought fish at Donegal town as an experiment. I got them railed from Donegal to Londonderry, and from Londonderry by the Lough Swilly to Burtonport. I had to pay 30*s.* for that, 15*s.* from Donegal to Londonderry, and 15*s.* from Londonderry to Burtonport. I cured the same fish at Burtonport, and got them carried back on the Lough Swilly for 10*s.* when cured.

43888. When they were cured?—Yes, although it cost 30*s.* to get them from Donegal to Burtonport fresh.

43889. The rates on fresh fish, of course, are higher than on salt fish?—I think they should be the same when carried at owners' risk. The fishermen would be quite satisfied to let them go at owners' risk provided they got them carried at the same rate as the cured fish, and that is the thing that would do most to develop the fishing industry. It would benefit the railway also, as more of our fresh fish would be consumed in Ireland if the rates were reduced.

Mr. John Joseph Rossiter, Representative of the Rosslare and Wexford Ratepayers' and Forth Farmers' Association.

Mr. JOHN JOSEPH ROSSITER examined by the CHAIRMAN.

43890. For whom do you apear here?—For the ratepayers of Rosslare, Wexford, and the Forth Farmers' Association.

43891. Have you been authorised by the Farmers' Association?—I have.

43892. Has there been a ratepayers' meeting?—There has.

43893. To consider the question of railways generally?—More particularly the matters involved here.

Complaints relative to train connections at Wexford.

43894. What do you wish to bring here under our notice in reference to Wexford?—In reference to Wexford, the subject of communication between the north and south stations—that is, between the Great Southern and Western and the Dublin and South-Eastern.

43895. Is that a recent subject?—Yes, since the 1st January.

43896. This year?—This year.

43897. How has that affected the interests of Wexford?—Well, it breaks the communication between the stations North and South Wexford.

43898. What is the distance between the two stations?—About a mile as near as may be; it may be a little short of a mile.

43899. What is the complaint?—The complaint is that people wanting to travel have to get out at the lower station and find their way to the other station, or where they want to do business at the other end of the town. They have had the advantage of it hitherto, and *vice versa*.

43900. But do you say that hitherto up to 1st January of this year there was a constant communication between the two stations?—Constant communication practically.

43901. And now if you want to go from one station to the other you have to take a cab or walk?—Some of the trains still go from the north to the south, but some of them do not. There were three of them at the 1st of January last—three trains from the north do not go to the south, and three from the south do not go to the north.

43902. Three trains each way?—Yes, and one of them a very particular train, a train of very considerable importance.

43903. *Mr. Sexton.*—Connecting with the Kingstown mail service?—Yes.

43904. *Chairman.*—Do I understand that until the 1st January last all the trains stopped at that station?—Not the whole of them.

43905. Local trains?—Local trains, yes.

43906. What have you to say about Rosslare?—Rosslare has been, I think, very badly treated by the Great Southern and Western Company.

43907. Tell us, in your own words, what complaint you have got against the company?—The station in it is the same as was put up there, I suppose, twenty years ago.

43908. Rosslare is now the port for the new service—No; that is Rosslare Harbour, but Rosslare Strand is where I complain of—the bathing place.

43909. That is a pleasure place?—A pleasure place.

43910. Visited in summer by a large number of tourists?—A large number of people.

43911. Who spend the summer there?—Yes.

43912. It is a seaside place?—Yes. Wexford, unfortunately, although on the sea, has no bathing place.

43913. But Rosslare has?—Rosslare is perhaps the best bathing place in the United Kingdom.

43914. And is much patronised?—Yes, by the local people.

43915. How do you mean the local people?—Seventy or eighty families go down and take houses there.

43916. From the country round?—Yes; Wexford County, County Carlow, Wicklow, Tipperary, and other places.

43917. What is your complaint against the railway company?—I will explain. From Wexford, during the bathing season, they run a cheap train down, and if it turns out a wet day, all the people come up from the Strand for shelter, and remain until the return train starts. I have seen 100 and 150—they have to stand in the wet.

43918. There is no shelter?—There is a shelter that holds about a dozen or eighteen to 20 people, but even that is used as a goods shed.

43919. Have you represented that to the railway company?—I did to one of the directors privately some time ago—in November last.

43920. What was the answer?—I do not know whether I am at liberty to state that—he considered it a private interview.

43921. Then do not tell us. You are a shareholder, are you not?—I am a small shareholder.

43922. Do you attend the meetings?—I do not.

43923. You do not?—No.

43924. You have the opportunity twice a year to ventilate your grievance?—Yes; this grievance was ventilated.

43925. What was the result?—A clergyman, who probably uses Rosslare as I do, drew attention to the matter, but I am not aware that the Chairman made any reply at all, judging by the reports of the newspapers.

43926. What is your complaint? First of all, you complain that there is no covering to the station. What other complaint is there?—Practically there is no accommodation at the place at all.

43927. You want a new station?—Yes.

43928. With modern accommodation?—Yes.

43929. Do you think that would tend to develop the traffic of the place?—Most certainly.

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Mr. John Joseph Rossiter, Representative of the Rosslare and Wexford ratepayers' and the Forth Farmers' Association.

A new station required at Rosslare.

43930. With regard to rates and fares, have you anything to say with regard to that?—Nothing, except one item—that is an item that affected myself—the price of coals. I think it is stated in my proof that the rate for coals has gone up to 2*s.* a ton, and the distance is only six miles.

Complaint as to excessive coal rate from Wexford to Rosslare.

43931. Where is the coal landed?—On the quays at Wexford. The rails run along the quays, and they began to charge haulage rates comparatively recently. I asked why the price of coal had gone up, as it was so very cheap, and that was the statement made to me—that the railway company charged at the rate of £1 a truck for five or six tons. I think representations have been made to the company by some of the local people who are concerned, but I do not know with what result. I did not go into that matter at all.

43932. That is the only question you wish to raise with reference to the rates and charges?—That is all.

The break of connection between the north and south stations, Wexford.

43933. Your principal complaint is want of proper station accommodation at Rosslare and want of communication between the two stations?—Yes. I might point out, with regard to those trains which have ceased running between those two stations, that the engine is unyoked and taken from the south to the north station, the carriages are left behind, people have to get out and walk, the engines goes on, and I have seen people sometimes begging for their luggage to be put on the engine as it goes to the other station. That seems a stupid arrangement.

43934. As a shareholder, why do you not write to the company?—I have, as I say, had an interview.

43935. But that was private?—It was private. I see matters have happened since—that that they have put more capital on the market, and it is quite possible that the attention drawn to it here may induce the company to do something, in fact, give a proper station.

43936. But I understand this was a service which was discontinued—it was not a question of capital outlay?—But I am speaking of Rosslare station.

Examined by Mr. Sexton.

Complaint of increased haulage charges for coal, Wexford Quay to station.

43937. This coal traffic which you speak of is carried from Wexford to Rosslare Strand?—Yes.

43938. About six miles?—Yes.

43939. What was the occasion for the increase in the freight?—That I cannot say—haulage was not charged for it until recently; it was landed by the shippers—landed into the truck—and now they charge from wherever that truck happens to lie on the line to the South Station.

43940. Is it charged for that mile between the two stations?—Or half a mile, or a quarter of a mile or a dozen yards.

43941. It is charged on that distance?—Yes.

43942. Was a smaller freight charged for the same haulage formerly?—It was.

43943. The increased freight is not for an increased haulage, but for the same?—There is no haulage charged for the railway—they charge from the south station.

43944. Was the whole of the conveyance formerly the same distance?—They gave that, I suppose, in.

43945. But it was done formerly for a lower rate?—Yes.

43946. I understand you to say that the rate was 5*s.* a truck, or 1*s.* a ton, from Wexford to Rosslare?—Formerly.

43947. And now they have added on another 1*s.* a ton for this piece of quay?—Yes.

43948. So the distance remains six miles, and the freight has been doubled?—Yes.

43949. Have you inquired the reason—have you asked for an explanation?—The reason was given to me by a gentleman at the ratepayers' meeting, and he gave me no explanation more than that they simply charged the haulage, which they had not charged for before.

43950. We may assume that the 5*s.* a truck formerly paid was paid for everything that was done?—Everything done, I suppose.

43951. And the payment has been doubled without any fresh service, or additional service?—Yes.

Representations made to a director of the G. S. and W. Co.

43952. As to complaining to the company, you had an interview with a director, and you say that a gentleman who inquired at the half-yearly meeting of

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shareholders did not succeed in getting a reply, so that it would appear to be of very little use for you to complain?—Very little. The company have treated that end of Wexford very badly indeed.

43953. How long have they had that line?—I cannot say—three, or four, or five years probably. Their representative here would know.

43954. Was this stoppage of connection between the north and south stations abruptly done?—A short notice was given, I think, in December.

43955. Was any reason stated?—No reason.

43956. You were quite in the dark?—As far as I know, there was no reason given.

The discontinuance of passenger trains between Wexford north and south stations.

43957. The Great Southern and Western trains arriving at the south station detach the engine, and it runs to the north station?—They have no turn-table—it has to run on.

43958. Leaving the train behind, and leaving the passengers who want to go to the north end to walk, and carry their luggage?—Just so.

43959. It seems inexplicable?—It does.

43960. Is there any explanation for it?—No; the train that connects with their boats crossing from Rosslare Harbour to Fishguard, and *vice versa*, runs into the north station.

43961. I can understand the Great Southern Company stopping the trains from the south at the south station and not running on to the north station if they wanted to embarrass the South Eastern Company, or embarrass passengers going to the South Eastern line, but why do they stop running their engine from the north station to the south, because that only embarrasses passengers going on their own line?—I do not know, unless for some reason or other to diminish the other company's traffic.

43962. Do you suppose that if they ran trains regularly from the south station to the north the passengers, say, from England, coming to Rosslare would be more likely to take the South Eastern route to Dublin if there were not a mile of road, with so few trains, in the town of Wexford?—The steamer train they do connect.

The effect on through passenger *via* Fishguard or *via* Kingstown.

43693. They facilitate the Rosslare passengers getting by the South Eastern to Dublin?—Yes; they connect the steamer train. There are several trains—I have mentioned three trains that stop: the 1.10 p.m., 3.45 p.m., and 9.18 p.m., up; and 7.35 a.m., 8.40, and 6.30 p.m. down. There is one particular train—the mail that leaves Wexford at 4.20—that connects with the mail to Kingstown; they stop that at the south. The train that connected the south station with the north they stopped.

43964. You suggest that the object is to lead passengers from the South to go to England by Rosslare rather than by Dublin?—I take it it would lead them, at all events, to go rather than by Dublin.

43965. Or to go from the South to Dublin by one of the Great Southern routes rather than by the South-Eastern?—No doubt.

43966. Or by Rosslare to England?—I do not quite follow you.

43967. Passengers to England—do you think that this mile of road with no full train service, would prevent people from going by the South-Eastern line?—No doubt.

43968. It seems a small device for accomplishing rather a large purpose. Has it that effect?—I cannot say.

43969. Has it diverted passenger traffic from the South Eastern to the Great Southern line?—The thing is so recent that one has scarcely had time to see the effect.

The inadequate station accommodation at Rosslare junction.

43970. You make other complaints—you say that the station at Rosslare is unsuitable, unsheltered, and has a dangerous platform?—It has.

43971. And that when the boat is late, the fast boat runs behind the slow train, causing a dangerous situation?—On two occasions I saw the slow train that leaves Rosslare Harbour when the boat is late (I am speaking now of last summer) come out first in order to get into Wexford to keep its time, where it connects—it is absolutely the connection to the boat train.

Dangerous system of working passenger traffic.

43972. The fast train runs after the slow one?—Yes. On two occasions I was on Rosslare Strand platform when this slow train had to be rushed out of the station, and run half a mile up, to get out of the way of the fast train, with some people in and some out, and the doors not closed.

43973. At what station is the fast train to get in front?—At Rosslare.

43974. And when the slow train arrives there first it runs up the line?—It runs up towards Wexford, and the other comes behind, and turns off to Waterford.

43975. Does the slow train go to the down platform?—Yes; it backs into the down platform when it returns to the station.

43976. The wrong platform?—Yes.

43977. The people have to enter the train at the wrong platform?—They have to come back across the line.

43978. The train comes first to the wrong platform, and then goes to the right one?—No, it does not.

43979. Have the people, in order to get into the train, to go to the wrong platform?—Yes; I have done it over and over again.

43980. So that when the boat is not late, the people at Rosslare may get on to the train at the right platform, but when it is not they have to go to the wrong platform?—Yes.

43981. That state of affairs seems to suggest disastrous results at some time or other?—No doubt; and to do that you have to go down to the public road and up on to the other platform. There ought to be a bridge across.

43982. In order to know which platform they have to reach to get into the train, the people would want first to know whether the boat was late?—Yes.

43983. They cannot know, and it must create a great state of uncertainty?—Yes. People I have seen waiting—you go up to the up-platform, where your train naturally should be, and there on two occasions the train came in, and some people got in and with the doors still open—it had to rush away up the Wexford line.

43984. In the summer season at this bathing place you have from 1,500 to 2,000 people at the station?—Yes, on occasions.

43985. Crowded about a platform, able to hold, how many?—Able to hold 150 to 200 people.

43986. The rest are all crowded about the place?—Yes; and on the holiday, which is a strict holiday in the sense that there is no business in that part, you get the same state of affairs.

43987. You have an express train rushing by, and the people, crowded together to any number up to 2,000—with accommodation for only 200?—That is so. There is only covered shelter on that platform for about four or five people, and no attempt at any sanitary accommodation on that platform, nor, indeed, on the other very much.

43988. Did the Great Southern Company say that when the steamer arrangements were complete they would give you a proper station?—That was the general belief at the time. When complaints were made occasionally, that was the statement made—not to me personally. I have had it from others. I only made one personal complaint myself.

43989. The company may or may not be acting within the law, but if we are to assume that the company are acting within their legal rights, it appears to follow that a railway company may act in a very arbitrary manner, to the prejudice of a district, and yet be irresponsible?—Yes. You will see in my statement that there is a prosecution against the company by the County Council for breaking up the public road.

43990. Is it true that they have to bring water twenty miles for cattle?—There are no cattle to serve—the Board of Agriculture prevents them shipping cattle at all until a proper water supply is provided.

43991. And they have no local water supply?—They are providing water now.

43992. What do they bring water twenty miles for now?—There is no other way to get it.

43993. Water to drink, or for any other purpose?—For any purpose. It is marl, or gault, there, and water is very scarce. They are now bringing it a considerable distance by a special train. They made an application to the County Council to cross the road, and the County Council said they would give them permission if they would give the farmers a guarantee that the water taken in the summer time from seventeen or eighteen farms that were fed by that water—and used by the cattle and so on—failed they would see to it.

43994. They wanted to get the water without indemnifying the farmers?—Oh, no; they bought the source or bought the farm which the stream runs through, but the County Council would not facilitate them crossing the road, or allow the road to be broken up, unless they gave a guarantee that if the water failed in the summer time they would give a sufficient

Mr. John Joseph Rossiter, Representative of the Rosslare and Wexford ratepayers' and the Forth Farmers' Association.

supply, and not deprive those farms of the water they have at the present time.

43995. They refused to give a guarantee?—They did, and broke up the road, although they were refused permission by the County Council to do so.

43996. Your evidence suggests that keeping within the law is only a small part of the matter, and if the public interests are to be efficiently served by public carriers there are questions involved apart altogether from legal obligation?—Certainly. The County Council have directed the company to be summoned for breaking up the road.

Examined by Mr. Acworth.

43997. I gather you have not, except through a confidential conversation with a director, taken any steps to ascertain from the company what the reason is for the changes in reference to service between the two stations?—I have not.

43998. Is Rosslare Strand the same as Rosslare Junction?—It is.

43999. During a month or two of the year, especially on holidays, there is a considerable traffic there?—There is, for three or four months of the year, especially on the Sundays and on the holidays.

44000. How much traffic is there for the remaining eight months of the year?—Well, it is a training place for the Coastguards, for the Naval Reserve ,and at times I have seen fifty or sixty of those men there—sometimes more. There is a Marconi Station there, too, and a big hotel.

44001. How many do you think there would be on an ordinary week-day in March or November?—Perhaps not so many.

44002. What is the return fare? I suppose you get cheap tickets from Wexford?—Cheap tickets in the afternoon.

44003. What is the return fare?—Sixpence single fare—in the afternoon sixpence return in the bathing season.

44004. Have you any idea what a shelter, such as you suggest, for 1,000 people would cost?—1,000 people would be the maximum. I do not ask for any such number; I only propose that there should be a shelter for, say, 50 to 100 or 150.

44005. A good substantial station with large platforms, a bridge over the top, and that sort of thing—what do you think it would cost?—I do not know what it would cost, but I would answer that in this way—there are five stations between Rosslare and Waterford, and they have given fairly substantial stations to each of those places, where there is no traffic, or very little traffic, and Rosslare Strand is without any accommodation at all, where it is most wanted, and a good paying traffic.

44006. But have they given accommodation on the basis of a big excursion traffic, or on the basis of a little local everyday traffic?—At these small stations?

44007. Yes?—Ordinary local traffic.

44008. But this is a case where you say there is no ordinary traffic, but quite a big traffic on occasions at specially low fares?—Yes, but there is a greater ordinary traffic to Rosslare Station than to those other small stations where proper accommodation is given.

44009. Do you mean that there is greater traffic on ordinary week-days to Rosslare Strand than to these other stations you speak of?—Certainly; double, treble, quadruple.

The inadequate station accommodation at Rosslare junction for passenger traffic.

44010. Therefore, you think Rosslare Strand ought to have as good accommodation as, say, Kilrane, or any of these other small stations?—Well, Kilrane is in the same condition as Rosslare, if not worse.

44011. I thought you said they were all right except Rosslare?—I did not mention Kilrane; I mean Killinick, Bridgetown, or Wellington Bridge, all of which are respectable stations suitable to the traffic.

The extent of the improvements required.

44012. I understand your case is this—that, leaving out the excursion traffic, there is as much traffic at Rosslare Junction as there is at Killinick or Bridgetown?—Much more.

44013. Leaving out excursion traffic?—Yes.

44014. And that therefore they ought to give Rosslare at least as good accommodation as they give Bridgetown?—Certainly, and much better, as it is more important.

44015. That you would be satisfied with?—Yes. For three or four months of the bathing season you may have a hundred people on the average waiting at the station.

44016. Is what you think they ought to give such accommodation as they have at Bridgetown, or accommodation to meet the big excursion traffic?—No, better than at Bridgetown, but no one would ask the company to provide merely for holiday traffic only.

The population of Wexford.

44017. What is the poulation of Wexford?—Between 11,000 and 12,000 people, but on Sundays and holidays people come from thirty to forty miles around, and make a big crowd.

Mr. Philip MacNulty further examined by the Chairman.

Mr. Philip MacNulty, transit Inspector, Department of Agriculture.

44018. We have received from you several statements of comparative rates from Continental ports to stations in Great Britain, and from certain stations in Ireland to the same places?—Yes.

44019. I only propose to ask you just one or two questions, and I suggest that we give the railway companies a copy of these rates. I am not going into detail. I do not know whether these are numbered?—They are lettered in three sets, A, B, and C.

44020. Will you take the table of butter rates from Continental ports to stations in Great Britain—say the rate from Rotterdam *via* Grimsby to Birmingham?—Yes.

44021. What have you got that rate as?—46*s.* 6*d.*

44022. Then you have Antwerp, Hamburg, Esbjerg, Dieppe, and Boulogne?—Yes.

44023. You have also the rates for butter from Limerick, Longford, Cavan, Enniskillen, Donegal, Tuam, Cork, and Tralee to the same stations in England?—Yes.

44024. That is an example of what you have prepared for various articles?—Yes.

44025. You have got them for poultry?—May I take them in the order in which they were asked for?

44026. Read them in your order?—The order in which they were asked for by the Commission.

Chairman.—Mr. Balfour Browne, you will get a copy of these.

Mr. Balfour Browne, K.C.—I am quite satisfied, sir, if I get a copy; then I shall have an opportunity of looking into them.

Witness.—Butter, eggs, bacon, dead poultry, potatoes in sacks. These constitute Set A.

44027. *Chairman.*—And particulars of all those rates will be given to the railway companies, and will be printed in the minutes?—Yes.

Comparative tables of rates from Continental ports and from Irish stations to Great Britain submitted for Irish staple exports:—Goods produced or producible in Ireland and cattle exports (see pages 172 to 191 inclusive).

44028. Now Set B—what is that—will you just explain what they are?—The Irish interior transit rates for goods produced, or producible, in Ireland, such as flour, butter, bacon, cheese, soap, furniture, shirts, and slates, compared with import rates on like commodities from some important trading and shipping centres in Great Britain to the same points of destination in Ireland as those selected for the Irish rates.

44029. That is Set B?—That is Set B. Statement C consists of only one sheet—rates for fat cattle from a few of the leading centres in Ireland to the best known British markets for Irish fat cattle, compared with the rates to these latter places from the ports of debarkation for foreign dead meat, taking an average weight avoirdupois for Irish fat cattle for the purpose of calculation of freight charged on tonnage basis.

44030. We had that discussed the day before yesterday?—Yes.

44030A. Those are the figures for what they are worth—that is the principle adopted. For what they are worth, you shall have a copy of those rates.

Mr. Balfour Browne, K.C.—Thank you, sir.

The following tables were handed in:—

A.—STAPLE EXPORTS OF

I.—BUTTER

CONTINENTAL PORTS TO

"C. and D." means "Collected and Delivered" in Great Britain or at Stations in Ireland

To	Rotterdam (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Rotterdam (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Antwerp (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				Carted, Great Britain.				Carted, Great Britain.				Carted, Great Britain.
				s. d.				*s. d.*				*s. d.*
Birmingham ...	197	135	332	46 6	234 *234*	138 *114*	372 *348*	46 6	220	135	355	46 6
Derby	197	92	289	36 10	234 *234*	93 *69*	327 *303*	45 0	220	92	312	45 0
Leeds	197	76	273	37 4	234 *234*	55 *31*	289 *265*	37 4	220	76	296	37 4
London	197	156	353	49 0	234 *234*	192 *168*	426 *402*	47 7	220	156	376	49 0
Liverpool	197	134	331	42 0 40 0 (S. to S.)	234 *234*	129 *105*	363 *339*	44 0 (S. to S.)	220	131	351	43 4 (S. to S.)
Manchester ..	197	101	298	40 0	234 *234*	91 *67*	325 *301*	45 3	220	101	321	41 8
Glasgow	197	291	488	49 0 44 0 (S. to S.), 2 tons.	234 *234*	231 *255*	465 *489*	44 0 (S. to S.), 2 tons 49 0 (C. and D.), less.	220	291	511	49 0 44 0 (S. to S.), 2 tons.
Edinburgh ...	197	282	479	49 0 44 0 (S. to S.), 2 tons	234 *234*	218 *242*	452 *476*	49 0	220	282	502	49 0 44 0 (S. to S.), 2 tons.

To	Esbjerg (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Dieppe (*via* Newhaven). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d.				*s. d.* Carted, Great Britain
Birmingham	422	135	557	38 6*	64	198	262	37 6
Derby	422	92	514		64	195	259	40 0
Leeds	422	76	498	29 4*	64	262	326	45 0
London	422	156	578		64	56	120	30 0 Fresh (S. to S.) 26 0 Half Salt (S. to S.) 20 0 " " 5 tons. 12 0 Salted (S. to S.), 1 ton. 14 0 " " less.
Liverpool	422	134	556	36 0*	64	262	326	40 0 42 6 (in baskets).
Manchester	422	101	523	37 8*	64	245	309	40 0 42 6 (in baskets).
Glasgow	422	291	713	45 0*	64	496	560	65 0
Edinburgh	422	282	704		64	449	513	

Rates from Rotterdam, Antwerp, Hamburg, Copenhagen and Boulogne do not include Port Dues at the Continental Ports, Rates from Dieppe
The distance figures in *italics* are *via* Goole and those in ordinary type
* These Rates were obtained through Foreign Office in 1905, and conditions as to Port Dues &c., are not known.
The above rates include sea freight, quay to quay, from the ports of Rotterdam and Antwerp to Grimsby, Hull, or Goole of 24*s.*, and

IRISH STATIONS TO

To	Limerick. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Longford. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Cavan. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Enniskillen. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				C. and D.				C. and D				C. and D				C. and D.
				s. d.				*s. d.*				*s. d.*				*s. d.*
Birmingham	70	289	359	40 0	70	238	308	48 4	149	154	303	48 4	149	161	310	47 6
Derby ...	167	191	358	45 0	167	140	307	46 8	149	154	303	46 8	149	161	310	47 6
Leeds ...	140	199	339	45 0	140	148	288	41 8	149	132	281	41 8	149	139	288	47 6
London ...	230	196	426	35 0	70	347	417	16 0 40 0 4 Tons	149	262	411	46 8	149	269	418	49 2
Liverpool ...	138	129	267	27 6 (S. to S.)	138	78	216	27 6 (S. to S.)	149	56	205	23 4 (S. to S.)	149	63	212	30 0 Carted Enniskillen
Manchester	167	129	296	37 6	167	78	245	36 8	149	88	237	36 8	149	95	244	42 6
Glasgow ...	223	129	352	25 10 (S. to S.) *via* Dublin 22 6 *via* Cork or Waterford	85	153	238	33 4 in Cases or Boxes 30 10 in Firkins or Butts	117	80	197	32 6 (S. to S.)	117	87	204	28 4 in Cases carted, Enniskillen 26 8 in Firkins, Butts, or Casks
Edinburgh ...				Nil.	85	200	285	43 4	117	127	244	41 8				

IRELAND TO GREAT BRITAIN.

RATES.

STATIONS IN GREAT BRITAIN.

where the Companies have a Cartage Service. "S. to S." means "Station to Station."

ANTWERP (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	HAMBURG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	HAMBURG (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			Carted, Great Britain.				Carted, Great Britain.					
283	138	421	s. d. 46 6	360	135	495	s. d. 44 6	413	138	551	s. d. 44 6	Birmingham.
(283	114	397						(413	114	527		
283	93	376	45 0	360	92	452	43 0	413	93	506	43 0	Derby.
(283	69	352						(413	69	482		
283	55	338	37 4	360	76	436	35 4	413	55	468	35 4	Leeds.
(283	31	314						(413	31	444		
283	192	475	47 7	360	156	516	47 0	413	192	605	45 7	London.
(283	168	451						(413	168	581		
283	129	412	44 0 (S. to S.)	360	134	494	42 0 (S. to S.)	413	129	542	42 0 (S. to S.)	Liverpool.
(283	105	388						(413	105	518		
283	91	374	45 3	360	101	461	43 8	413	91	504	43 3	Manchester.
(283	67	350						(413	67	480		
283	231	514	44 0 (S. to S.), 2 tons.	360	291	651	47 0	413	231	644	42 0 (S. to S.), 2 tons.	Glasgow.
283	255	538	49 0 (C. and D.), less.				42 0 (S. to S.), 2 tons.	413	255	668	47 0 (C. and D.), less.	
283	218	501	49 0	360	282	642	47 0	413	218	631	47 0	Edinburgh.
283	242	525					42 0 (S. to S.). 2 tons.	413	242	655		

BOULOGNE (*via* Folkstone.) Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per 984375 of a Ton, or 1,000 Kilos.	COPENHAGEN (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			s. d. Carted, Great Britain.				s. d. Carted, Great Britain.	
29	213	242	37 6	621	138	759	47 6	Birmingham.
				621	114	735		
29	210	239	40 0	621	93	714	46 0	Derby.
				621	69	690		
29	277	306	45 0	621	55	676	38 4	Leeds.
				621	31	652		
29	71	100	25 0 (S. to S.)	621	192	813	48 7	London.
				621	168	789		
29	277	306	40 0	621	129	750	45 0 (S. to S.)	Liverpool.
			42 6 (in baskets).	621	105	726		
29	260	289	40 0	621	91	712	46 8	Manchester.
			42 6 (in baskets).	621	67	688		
29	511	540	65 0	621	231	852	45 0 (S. to S.), 2 tons.	Glasgow.
				621	255	876	50 0 (C. and D.), less.	
29	464	493		621	218	839	49 0	Edinburgh.
				621	242	863		

are inclusive of Port Dues in France. An extra charge of 2s. per Consignment is made on all traffic to and from London with Boulogne or Dieppe. *via* Hull for the ports of Rotterdam, Antwerp, Hamburg and Copenhagen.

from Hamburg 22s., and from Copenhagen 25s. per ton to same ports. The sea freight is not known from the ports of Dieppe and Boulogne.

STATIONS IN GREAT BRITAIN.

DONEGAL. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	TUAM. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	CORK. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	TRALEE.* Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			C. and D.				C. and D				C. and D.				C. and D.	
			s. d.				s. d.				s. d.				s. d.	
151	210	361	51 8	70	292	362	58 4	152	213	365	33 4	70	359	429	40 0	Birmingham.
151	210	361	52 6	70	292	362	61 8	167	232	399	46 8	167	261	428	52 6	Derby.
146	188	334	47 1	140	202	342	61 8	299	76	375	42 6	140	269	409	46 8	Leeds.
151	318	469	51 8 C.R.	222	249	471	51 8	276	118	394	33 4	276	201	477	38 0	London.
			49 2 O.R.													
151	112	263	33 9 (S. to S.)	138	132	270	44 2 (S. to S.)	299	–	299	30 0 (S. to S.)	138	199	337	33 4 (S. to S.)	Liverpool.
151	144	295	45 0	167	132	299	42 6	299	32	331	33 4	167	199	366	40 0	Manchester.
166	47	213	33 9 (S. to S.)	117	195	312	42 6 (S. to S.)	223	170	393	28 4 (S. to S.)	223	199	422	36 8 (S. to S.)	Glasgow.
																Edinburgh.

* Rates *via* City of Cork S. P. Co. are about 10 per cent. less.

II.—EGG

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

CONTINENTAL PORTS TO STATIONS

To	ROTTERDAM (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	ROTTERDAM (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	ANTWERP (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.
				s. d. Carted, Gt. Britain				s. d. Carted, Gt. Britain				s. d. Carted, Gt. Britain
Birmingham	197	135	332	48 3 O.R. 47 6 O.R. (10 cwt. lots)	234 *234*	138 *114*	372 *348*	51 3 O.R. 50 6 O.R. (10 cwt. lots)	220	135	355	48 3 O.R. 47 6 O.R. (10 cwt. lots)
Derby ...	197	92	289	44 3	234 *234*	93 *69*	327 *303*	44 3	220	92	312	44 3
Leeds ...	197	76	273	34 8	234 *234*	55 *31*	289 *265*	34 8	220	76	296	34 8
London ...	197	156	353	44 3 C.R. 43 0 O.R.	234 *234*	192 *168*	426 *402*	43 0 O.R.	220	156	376	44 3 C.R. 43 0 O.R.
Liverpool ...	197	134	331	41 7 S. to S. C.R. 40 6 S. to S. O.R.	234 *234*	129 *105*	363 *339*	41 7 S. to S. C.R. 40 6 S. to S. O.R.	220	134	354	41 7 S. to S. C.R. 40 6 S. to S. O.R.
Manchester,	197	101	298	42 6 C.R. 41 4 O.R.	234 *234*	91 *67*	325 *301*	42 6 C.R. 41 4 O.R.	220	101	321	42 6 C.R. 41 4 O.R.
Glasgow, ...	197	291	488	48 0	234 *234*	231 *255*	465 *489*	48 0	220	291	511	48 0
Edinburgh	197	282	479	48 0	234 *234*	218 *242*	452 *476*	48 0	220	282	502	48 0

To	ESBJERG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	DIEPPE (*via* Newhaven). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.
				Carted, Great Britain. s. d.				C.R. Ctd., Gt. B'tain. s. d. / O.R. s. d.
Birmingham ...	422	135	557	53 8 *	64	198	262	48 4 / 42 6
Derby ...	422	92	514	—	64	195	259	58 4 / 45 0
Leeds ...	422	76	498	36 8 *	64	262	326	68 4 / 50 0
London ...	422	156	578	—	64	56	120	30 0 S. to S. / 20 0 S. to S.
Liverpool ...	422	134	556	43 7 *	64	262	326	60 0 / 47 3
Manchester ...	422	101	523	44 6 *	64	245	309	63 4 / 45 0
Glasgow ...	422	291	713	50 0 *	64	496	560	88 4 / 65 0
Edinburgh ...	422	282	704	—	64	449	513	88 4 / 65 0

Rates from Rotterdam, Antwerp, Hamburg, Copenhagen and Boulogne do not include Port Dues at the Continental Ports. Rates from Dieppe
The distance figures in italics are *via* Goole, and those in ordinary type

* These Rates were obtained through Foreign Office in 1905, and conditions as to Port Dues, &c., are not known.
The above Rates include sea freight, quay to quay, from the Ports of Rotterdam and Antwerp to Grimsby, Hull or Goole of 18s., and from

IRISH STATIONS TO STATIONS

To	LIMERICK. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	LONGFORD. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	CAVAN. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	ENNISKILLEN. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.
				C.R. s. d. / O.R. s. d.				C.R. s. d. / O.R. s. d.				C.R. s. d. / O.R. s. d.				C.R. s. d. / O.R. s. d.
Birmingham	70	289	359	52 6 / 45 0	70	238	308	61 8 / 45 10	149	154	303	61 8 / 55 0	149	161	310	62 6 / 55 0
Derby ...	167	191	358	56 8 / 50 0	167	140	307	61 8 / 56 8	149	154	303	61 8 / 56 8	149	161	310	62 6 / 55 0
Leeds ...	140	199	339	56 8 / 50 0	140	148	288	58 4 / 53 4	149	132	281	58 4 / 53 4	149	139	288	56 8 / 50 0
London ...	230	196	426	61 8 / 47 6	70	347	417	75 0 / 58 4	149	262	411	75 0 / 58 4	149	269	418	70 0 / 60 0
Liverpool ...	138	129	267	37 6 / 30 10 S. to S. / S. to S.	138	78	216	35 0 / 33 4 S. to S. / S. to S.	149	56	205	35 0 / 33 0 S. to S. / S. to S.	149	63	212	40 0 / 35 0 Carted E'killen
Manchester	167	129	296	50 0 / 43 4	167	78	245	51 8 / 50 0	149	88	237	51 8 / 50 0	149	95	244	50 0 / 45 0
*Glasgow ...	223	129	352	50 0 / 30 0 S. to S. / S. to S. *via* Dublin	85	153	238	42 6 / 35 10 S. to S. / S. to S.	117	80	197	40 0 / 35 0 S. to S. / S. to S.	117	87	204	35 0 / 30 0 Carted E'killen
Edinburgh ...				Nil	85	200	285	53 4 / 42 6	117	127	244	50 0 / 44 2				
				44 2 / 25 10 S. to S. / S. to S. *via* Cork												

RATES.

Companies have a Cartage Service. "S to S" means "Station to Station."

IN GREAT BRITAIN.

ANTWERP (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	HAMBURG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	HAMBURG (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	To
			s. *d.* Carted, Gt. Britain				*s.* *d.* Carted, Gt. Britain				*s.* *d.* Carted, Gt. Britain	
283	138	421	51 3 O.R.	360	135	495	58 5 C.R.	413	138	551	58 0 C.R.	Birmingham
283	*114*	*397*	50 6 O.R. (10 cwt. lots)				58 0 O.R.	*413*	*114*	*527*	57 3 O.R. (10 cwt. lots)	
							57 3 O.R. (10 cwt. lots)					
283	93	376	44 3	360	92	452	51 0	413	93	506	51 0	Derby
283	*69*	*352*						*413*	*69*	*482*		
283	55	338	34 8	360	76	436	41 5	413	55	468	41 5	Leeds
283	*31*	*314*						*413*	*31*	*444*		
283	192	475	43 0 O.R.	360	156	516	51 0 C.R.	413	192	605	49 9 O.R.	London
283	*168*	*451*					49 9 O.R.	*413*	*168*	*581*		
283	129	412	41 7 S. to S. C.R.	360	134	449	48 4 C.R. S. to S.	413	129	542	48 4 S. to S. C.R.	Liverpool
283	*105*	*388*	40 6 S. to S. O.R.				47 3 O.R. S. to S.	*413*	*105*	*518*	47 3 S. to S. O.R.	
283	91	374	42 6 C.R.	360	101	461	49 3 C.R.	413	91	504	49 3 C.R.	Manchester
283	*67*	*350*	41 4 O.R.				48 1 O.R.	*413*	*67*	*480*	48 1 O.R.	
283	231	514	48 0	360	291	651	54 9	413	231	644	54 9	Glasgow
283	*255*	*538*						*413*	*255*	*668*		
283	218	501	48 0	360	282	342	54 9	413	218	631	54 9	Edinburgh
283	*242*	*525*						*413*	*242*	*655*		

BOULOGNE (*via* Folkestone). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per 284375 of a ton, or 1,000 kilos.	COPENHAGEN (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton.	To.
			C.R. Ctd., Gt. B'tain. O.R.				C.R. Ctd., Gt. B'tain. O.R.	
			s. *d.* *s.* *d.*				*s.* *d.* *s.* *d.*	
29	213	242	48 4 42 6	621	138	759	63 8 62 6	Birmingham
				621	*114*	*735*		
29	210	239	58 4 45 0	621	93	714	56 3 —	Derby
				621	*69*	*690*		
29	277	306	68 4 50 0	621	55	676	46 8 —	Leeds
				621	*31*	*652*		
29	71	100	30 0 S. to S. 20 0 S. to S.	621	192	813	55 0 —	London
				621	*168*	*789*		
29	277	306	60 0 47 3	621	129	750	53 2 52 6	Liverpool
				621	*105*	*726*		
29	260	289	63 4 45 0	621	91	712	54 6 53 4	Manchester
				621	*67*	*688*		
29	511	540	88 4 65 0	621	231	852	60 0 —	Glasgow
				621	*255*	*876*		
29	464	493	88 4 65 0	621	218	839	60 0 —	Edinburgh
				621	*242*	*863*		

are inclusive of Port Dues in France. An extra charge of 2*s.* per consignment is made on all traffic to and from London with Boulogne or Dieppe. *via* Hull for the Ports of Rotterdam, Antwerp, Hamburg and Copenhagen.

Hamburg 21*s.* 9*d.*, and Copenhagen 30*s.* per ton to same Ports. The sea freight is not known from the Ports of Dieppe and Boulogne.

IN GREAT BRITAIN.

DONEGAL. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	TUAM. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	CORE. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	TRALEE. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ton. C. and D.	To
			C. R. O. R. *s.* *d.* *s.* *d.*				C. R. O. R. *s.* *d.* *s.* *d.*				C. R. O. R. *s.* *d.* *s.* *d.*				C. R. O. R. *s.* *d.* *s.* *d.*	
151	210	361	65 10 –	70	292	362	63 4 55 0	152	213	365	46 8 40 10	70	359	429	55 0 47 6	Birmingham
151	210	361	65 10 –	70	292	362	80 0 70 0	167	232	399	58 4 50 0	167	261	428	58 4 51 8	Derby
146	188	334	54 2 –	140	202	342	81 8 70 0	299	76	375	57 6 50 0	70	339	409	63 4 55 0	Leeds
151	318	469	76 8 62 6	222	249	471	60 0 51 8	276	118	394	60 10 52 6	276	201	477	61 4 53 0	London
151	112	263	43 4 40 10 S. to S. S. to S.	138	132	270	59 2 40 0 S. to S. S. to S.	299	–	299	38 4 33 4 S. to S. S. to S.	138	199	337	45 0 40 0 S. to S. S. to S.	Liverpool
151	144	295	52 1 –	167	132	299	57 6 50 0	299	32	331	45 10 38 4	167	199	366	57 6 50 0	Manchester
166	47	213	43 4 38 4 S. to S. S. to S.	117	195	312	57 6 40 0 S. to S. S. to S.	223	170	393	45 10 39 2 S. to S. S. to S.	223	199	422	56 8 44 2 S. to S. S. to S.	Glasgow
							Nil				Nil				Nil	Edinburgh

III.—BACON

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland

CONTINENTAL PORTS TO

To	ROTTERDAM (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	ROTTERDAM (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d. Carted, Great Britain.				*s. d.* Carted, Great Britain.
Birmingham ...	197	135	332	38 0	234 *234*	138 *114*	372 *348*	38 0
Derby	197	92	289	34 0	234 *234*	93 *69*	327 *303*	34 0
Leeds	197	76	273	26 4	234 *234*	55 *31*	289 *265*	26 4
London	197	156	353	38 0	234 *234*	192 *168*	426 *402*	36 7
Liverpool	197	134	331	40 1 (S. to S.) 30 6 („ 4-ton loads.)	234 *234*	129 *105*	363 *339*	33 0 (S. to S.) 30 6 („ 4 tons.)
Manchester ...	197	101	298	28 10 (5-ton loads.) 36 9 (less).	234 *234*	91 *67*	325 *301*	33 0 28 10 (5-ton loads).
Glasgow	197	291	488	33 0 (S. to S., 2 tons.) 43 0 (less.)	234 *234*	231 *255*	465 *489*	43 0 33 0 (S. to S., 2-ton loads.)
Edinburgh	197	282	479	48 0	234 *234*	218 *242*	452 *476*	48 0

To	HAMBURG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	HAMBURG (*via* Hull or Goole.) Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d. Carted, Great Britain.				*s. d.* Carted, Great Britain.
Birmingham ...	360	135	495	40 11	413 *413*	138 *114*	551 *527*	40 11
Derby	360	92	452	36 11	413 *413*	93 *69*	506 *482*	36 11
Leeds	360	76	436	29 3	413 *413*	55 *31*	468 *444*	29 3
London	360	156	516	40 11	413 *413*	192 *168*	605 *581*	39 6
Liverpool	360	134	494	28 6 (S. to S., 4 tons.) 31 0 („ less.)	413 *413*	129 *105*	542 *518*	35 11 (S. to S.) 33 5 („ 4-ton loads.)
Manchester ...	360	101	461	26 10 (5 tons in bales or bundles.) 31 0 (less „ „ .)	413 *413*	91 *67*	504 *480*	35 11 31 9 (5-ton loads.)
Glasgow	360	291	651	45 11 35 11 (S. to S., 2 tons.)	413 *413*	231 *255*	644 *668*	45 11 35 11 (S. to S., 2-ton loads.)
Edinburgh	360	282	642	50 11	413 *413*	218 *242*	631 *655*	50 11

* These rates were obtained through Foreign Office in

The distance figures in *italics* are *via* Goole and those in ordinary type

Rates from Rotterdam, Antwerp, Hamburg, Copenhagen, and Boulogne do not include Port Dues at the Continental Ports. Rates from Dieppe are

The above Rates include sea freight, quay to quay, from the Ports of Rotterdam and Antwerp to Grimsby, Hull,

IRISH STATIONS TO

To.	ENNISCORTHY. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	BALLYMENA. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	LIMERICK. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d.				*s. d.*				*s. d.*
Birmingham	174	114	288	36 8 C. & D.	156	131	287	36 8 C. & D.	70	289	359	36 8 C. & D.
Derby ...	174	114	288	Nil.	189	95	284	37 6 C. & D.	167	191	358	45 0 C. & D.
Leeds ...	174	92	266	35 0 C. & D.	146	103	249	32 6 C. & D.	140	199	339	45 0 C. & D.
London ...	193	134	327	42 6 C. & D.	156	239	395	39 2 C. & D.	230	196	426	35 0 C. & D.
Liverpool ...	174	16	190	15 0 American S. to S. 17 6 Irish S. to S. 11 8 *via* Waterford S. to S.	156	33	189	15 0 S. to S.	138	129	267	*18 4 In boxes S. to S.) 27 6 In bales S. to S.)
Manchester	174	48	222	30 0 C. & D.	156	65	221	27 6 C. & D.	167	129	296	37 6 C. & D.
Glasgow ...	223	80	303	21 8 S. to S. 23 4 Irish S. to S.	117	33	150	—	223	129	352	25 10 S. to S. 22 6 *via* Cork or or Waterford. 16 8 In boxes S. to S. 25 0 In bales S. to S.

* *Via* Cork or Waterford.

RATES.

where the Companies have a Cartage Service. "S to S" means "Station to Station."

STATIONS IN GREAT BRITAIN.

ANTWERP (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	ANTWERP (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			s. d. Carted, Great Britain.				*s. d.* Carted, Great Britain.	
220	135	355	38 0	283 *283*	138 *114*	421 *397*	38 0	Birmingham.
220	92	312	34 0	283 *283*	93 *69*	376 *352*	34 0	Derby.
220	76	296	26 4	283 *283*	55 *31*	338 *314*	26 4	Leeds.
220	156	376	38 0	283 *283*	192 *168*	475 *451*	36 7	London.
220	134	354	40 1 (S. to S.) 30 6 (,, 4 tons.)	283 *283*	129 *105*	412 *388*	33 0 (S. to S.) 30 6 (,, 4-ton loads.)	Liverpool.
220	101	321	28 10 (5 tons). 33 9 (less.)	283 *283*	91 *67*	374 *350*	33 0 28 10 (5-ton loads).	Manchester.
220	291	511	33 0 (S. to S., 2 tons.) 43 0 (less)	283 *283*	231 *255*	514 *538*	43 0 33 0 (S. to S., 2 tons.)	Glasgow.
220	282	502	48 0	283 *283*	218 *242*	501 *525*	48 0	Edinburgh.

ESBJERG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	DIEPPE (*via* Newhaven). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	BOULOGNE (*via* Folkestone). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			C. & D. *s. d.*				*s. d.* Ctd., Gt. Britain				*s. d.* Ctd., Gt. Britain	
422	135	557	37 0*	64	198	262	40 0	29	213	242	40 0	Birmingham.
422	92	514	—	64	195	259	47 6	29	210	239	47 6	Derby.
422	76	498	25 4*	64	262	326	54 2	29	277	306	54 2	Leeds.
422	156	578	—	64	56	120	30 0 (Fresh, S. to S.) 14 0 (Salted and smoked, S. to S.)	29	71	100	14 8 (S. to S., 1 ton), 16 8 (,, less),	London.
422	134	556	32 0*	64	262	326	50 10	29	277	306	50 10	Liverpool.
422	101	523	32 0*	64	245	309	50 10	29	260	289	50 10	Manchester.
422	291	713	42 0*	64	496	560	65 0	29	511	540	65 0	Glasgow.
422	282	704	—	64	449	513		29	464	493		Edinburgh.

1905 and conditions as to Port Dues, &c., are not known.
via Hull for the ports of Rotterdam, Antwerp, and Hamburg.
inclusive of Port Dues in France. An extra charge of 2*s.* per consignment is made on all Traffic to and from London with Boulogne or Dieppe.
or Goole of 13*s.*, and from Hamburg to same ports of 15*s.* 11*d.* per ton. The sea freight is not known from the Ports of Dieppe and Boulogne.

STATIONS IN GREAT BRITAIN.

CORK. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	ENNISKILLEN. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	TRALEE. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To.
			s. d.				*s. d.*				*s. d.*	
152	213	365	33 4 C. & D.	149	161	310	47 6 C. & D.	70	359	429	40 0 C. & D.	Birmingham
167	232	399	46 8 C. & D.	149	161	310	47 6 C. & D.	167	261	428	52 6 C. & D.	Derby.
299	76	375	42 6 C. & D.	149	139	288	47 6 C. & D.	140	269	409	46 8 C. & D.	Leeds.
276	118	394	33 4 C. & D.	149	269	418	49 2 C. & D.	276	201	477	36 4 C. & D.	London.
299	-	299	30 0 S. to S.	149	63	212	*20 0 In boxes *via* Dublin. *22 6 In bales *via* Dublin. 15 0 *via* Belfast.	138	199	337	25 10 *via* Dublin and Holyhead, S. to S. 17 6 *via* Tedcastle S.S. Co., S. to S. 15 10 *via* Cork and Waterford, S. to S.	Liverpool.
299	32	331	33 4 C. & D.	149	95	244	42 6 C. & D. 33 4 C. & D., O.R., in bales.	167	199	366	40 0 C. & D.	Manchester
223	170	393	35 0 S. to S. *via* Cork S. P. Co., rates are about 10 % less.	117	87	204	24 2 C. & D. Enniskillen.	223	199	422	30 0 *via* Dublin. 26 8 ,, Cork or Waterford. S. to S.	Glasgow.

IV.—DEAD POULTRY

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

CONTINENTAL PORTS TO

To	Rotterdam (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Rotterdam (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d. Carted, Great Britain.				s. d. Carted, Great Britain.
Birmingham ...	197	135	332	60 0 (3 tons, O.R.) 70 2 (Less, „)	234 *234*	138 *114*	372 *348*	70 2
Derby	197	92	289	61 2	234 *234*	93 *69*	327 *303*	61 2
Leeds	197	76	273	47 6 (3-ton lots, frozen.) 50 0	234 *234*	55 *31*	289 *265*	50 0
London	197	156	353	65 0 (2-ton lots, frozen.) 55 0 (3-ton lots, frozen.) 75 0 82 6 (including hampers, &c.)	234 *234*	192 *168*	426 *402*	80 1
Liverpool	197	134	331	60 0 (2-ton lots, S. to S.) 61 8 (Less, S. to S.) 55 0 3-ton lots, frozen.)	234 *234*	129 *105*	363 *339*	61 8 60 0 (2-ton loads, S. to S.)
Manchester ...	197	101	298	61 8 55 10 (3-ton lots, frozen.)	234 *234*	91 *67*	325 *301*	59 2
Glasgow	197	291	488	81 8 66 8 (2-ton lots.)	234 *234*	231 *255*	465 *489*	61 8 66 8 (2-ton loads.)
Edinburgh	197	282	479	80 0 65 0 (2-ton lots.)	234 *234*	218 *242*	452 *476*	80 0 65 0 (2-ton loads).

To	Hamburg (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Hamburg (*via* Hull or Goole). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.
				s. d. Carted, Great Britain.				s. d. Carted, Great Britain.
Birmingham ...	360	135	495	64 11 (O.R.) 54 9 (3-ton lots.)	413 *413*	138 *114*	551 *527*	64 11
Derby	360	92	452	55 11	413 *413*	93 *69*	506 *482*	55 11
Leeds	360	76	436	44 9 42 3 (3-ton lots.)	413 *413*	55 *31*	468 *444*	44 9
London	360	156	516	69 9 77 3 (including hampers, &c.) 59 9 (2-ton lots.) 49 9 (3-ton lots.)	413 *413*	192 *168*	605 *581*	74 10
Liverpool	360	134	494	56 5 (S. to S.) 54 9 (S. to S. 2-ton lots.) 49 9 (3-ton lots, frozen.)	413 *413*	129 *105*	542 *518*	56 5 (S. to S.) 54 9 („ 2-ton loads.)
Manchester ...	360	101	461	56 5 50 7 (3 tons, frozen.)	413 *413*	91 *67*	504 *480*	53 11
Glasgow	360	291	651	76 5 61 5 (2-ton lots.)	413 *413*	231 *255*	644 *668*	76 5 61 5 (2-ton loads.)
Edinburgh	360	282	642	74 9 59 9 (2-ton lots.)	413 *413*	218 *242*	631 *655*	74 9 59 9 (2-ton loads.)

The distance figures in *italics* are *via* Goole and those in ordinary type

Rates from Rotterdam, Hamburg, Copenhagen, and Boulogne do not include Port Dues at the Continental Ports. Rates from Dieppe are

The above Rates include sea freight, quay to quay, from the Ports of Rotterdam and Antwerp to Grimsby, Hull, or Goole of 30*s.*,

IRISH STATIONS TO

To	Cavan. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Limerick. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Enniskillen. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	Donegal. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton
				s. d. C. & D.				s. d. C. & D.				s. d. C. & D.				s. d C. & D.
Birmingham	149	154	303	81 8	70	289	359	90 0	149	161	310	83 4	151	210	361	82 1
Derby ...	149	154	303	84 2	167	191	358	90 0	149	161	310	85 0	151	210	361	84 7
Leeds ..	149	132	281	75 0	140	199	339	90 0	149	139	288	75 0	146	188	334	77 1
London ...	149	262	411	95 0	230	196	426	85 0	149	269	418	87 6	151	318	469	100 5
Liverpool ...	149	56	205	48 4 (S. to S.)	138	129	267	67 6 (S. to S.)	149	63	212	55 0 (Carted Enniskillen.)	151	112	263	64 7 (S. to S).
Manchester	149	88	237	67 6	167	129	296	80 0	149	95	244	67 6	151	144	295	67 11
Glasgow ...	117	80	197	—	223	129	352	68 4 (S. to S.)	117	87	204	—	166	47	213	—

RATES. (By Goods Train.)

Companies have a Cartage Service. "S to S" means "Station to Station."

STATIONS IN GREAT BRITAIN.

ANTWERP (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	ANTWERP (*via* Hull or Goole.) Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			s. d. Carted, Great Britain.				*s. d.* Carted, Great Britain.	
220	135	355	60 0 (3 tons, O.R.) 70 2 (Less.)	283 *283*	138 *114*	421 *397*	70 2	Birmingham.
220	92	312	61 2	283 *283*	93 *69*	376 *352*	61 2	Derby.
220	76	296	47 6 3-ton lots (frozen.) 50 0	283 *283*	55 *31*	338 *314*	50 0	Leeds.
220	156	376	65 0 (2-ton lots, frozen.) 55 0 (3-ton lots, frozen.) 75 0 82 6 (including hampers, &c.)	283 *283*	192 *168*	475 *451*	80 1	London.
220	134	354	60 0 (2-ton lots, S. to S.) 61 8 (Less, S. to S.) 55 0 (3-ton lots, frozen.)	283 *283*	129 *105*	412 *388*	61 8 (S. to S.) 60 0 (2-ton loads, S. to S.)	Liverpool.
220	101	321	61 8 56 10 (3-ton lots, frozen.)	283 *283*	91 *67*	374 *350*	59 2	Manchester.
220	291	511	81 8 66 8 (2-ton lots.)	283 *283*	231 *255*	514 *538*	81 8 66 8 (2-ton loads.)	Glasgow.
220	282	502	80 0 65 0 (2-ton lots.)	283 *283*	218 *242*	501 *525*	80 0 65 0 (2-ton loads.)	Edinburgh.

ESBJERG (*via* Grimsby). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	DIEPPE (*via* Newhaven). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	BOULOGNE (*via* Folkestone). Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per ·984375 of a ton or 1,000 kilos.	To
							s. d. Ctd., Gt. B'tain.				*s. d.* Ctd., Gt. B'tain.	
(No Rates in operation.)				64	198	262	60 0 (C.R.) 57 6 (O.R.)	29	213	242	60 0 (C.R.) 57 6 (O.R.)	Birmingham.
				64	195	259	60 0 (C.R.) 57 6 (O.R.)	29	210	239	60 0 (C.R.) 57 6 (O.R.)	Derby.
				64	262	326	62 6 (C.R.)	29	277	306	62 6 (C.R.)	Leeds.
				64	56	120	30 0 (S. to S., C.R.) 26 0 („ O.R.)	29	71	100	30 0 (S. to S., C.R.) 26 5 („ O.R.)	London.
				64	262	326	55 0 (C.R.)	29	277	306	55 0 (C.R.)	Liverpool.
				64	245	309	62 6 (C.R.) 60 0 (O.R.)	29	260	289	62 6 (C.R.) 60 0 (O.R.)	Manchester.
				64	496	560	123 4 (C.R.)	29	511	540	123 4 (C.R.)	Glasgow.
				64	449	513	123 4 (C.R.)	29	464	493	123 4 (C.R.)	Edinburgh.

are *via* Hull for the Ports of Rotterdam, Antwerp, and Hamburg.
inclusive of Port Dues in France. An extra charge of 2*s.* per consignment is made on all Traffic to and from London with Dieppe or Boulogne.
and from Hamburg to same Ports of 24*s.* 9*d.* per ton. The sea freight is not known from the Ports of Dieppe and Boulogne.

STATIONS IN GREAT BRITAIN.

TUAM. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	CLONMEL. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	CORK. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	TRALEE. Distance. Sea.	Rail.	Total approximate shortest mileage.	Rate per Ton.	To
			s. d. C. & D.				*s. d.* C. & D.				*s. d.* C. & D.				*s. d.* C. & D.	
70	292	362	106 8	106	241	347	72 6	152	213	365	72 6	70	359	429	90 0	Birmingham
70	292	362	106 8	167	176	343	85 0	167	232	399	80 0	167	261	428	105 0	Derby
140	202	342	107 6	174	147	321	68 4	299	76	375	87 6	70	339	409	112 6	Leeds
222	249	471	123 4	230	146	376	85 0	276	118	394	89 2	276	201	477	95 0	London
138	132	270	73 4 (S. to S.)	138	117	255	—	299	–	299	41 8 (S. to S.)	138	199	337	70 10 (S. to S.)	Liverpool
167	132	299	95 0	174	103	277	75 0	299	32	331	71 8	167	199	366	96 8	Manchester
117	195	312	70 0 (S. to S.)	117	223	340	50 0 (S. to S.)	223	170	393	55 0 (S. to S.)	223	199	422	70 0 (S. to S.)	Glasgow

V.—RATES FOR POTATOES

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

CONTINENTAL PORTS TO

To	Rotterdam. (*Via* Grimsby.)				Antwerp. (*Via* Grimsby.)				Hamburg. (*Via* Grimsby.)			
	Distance.			Rate per ton. S. to S.	Distance.			Rate per ton. S. to S.	Distance.			Rate per ton. S. to S.
	Sea.	Rail.	Total approximate shortest mileage.	4-ton loads.	Sea.	Rail.	Total approximate shortest mileage.	4-ton loads.	Sea.	Rail.	Total approximate shortest mileage.	4-ton loads.
				s. d.				*s. d.*				*s. d.*
Birmingham, ...	197	135	332	21 6	220	135	355	21 6	360	135	495	22 6
Derby, ...	197	92	289	16 6	220	92	312	16 6	360	92	452	17 6
Leeds, ...	197	76	273	13 2	220	76	296	13 2	360	76	436	14 2
London, ...	197	156	353	20 8	220	156	376	20 8	360	156	516	21 8
Liverpool, ...	197	134	331	19 0	220	134	354	19 0	360	134	494	20 0
Manchester, ...	197	101	298	16 6	220	101	321	16 6	360	101	461	17 6
Glasgow, ...	197	291	488	27 4	220	291	511	27 4	360	291	651	28 4
Edinburgh, ...	197	282	479	24 10	220	282	502	24 10	360	282	642	25 10

The above rates include sea freight quay to quay from ports of Rotterdam and Antwerp to Grimsby

IRISH STATIONS TO

To	Gorey.					Ballyhaunis.					Omagh.					
	Distance.			Rate per ton. S. to S.	C. & D.	Distance.			Rate per ton. S. to S.	C. & D.	Distance.			Rate per ton. S. to S.		
	Sea.	Rail.	Total approximate shortest mileage.	2-ton lots.	less lots.	Sea.	Rail.	Total approximate shortest mileage.	2-ton lots.	less lots.	Sea.	Rail.	Total approximate shortest mileage.	5-ton lots.	4-ton lots.	any quantity.
				s. d.	*s. d.*				*s. d.*	*s. d.*				*s. d.*	*s. d.*	*s. d.*
Birmingham, ...	138	162	300	28 4	40 0	70	287	357	35 10	50 0	151	158	309	—	—	25 5
Leeds, ...	140	134	274	28 4	40 0	140	197	337	35 0	50 0	146	136	282	—	23 9	—
London, ...	193	152	345	30 10	47 6	70	396	466	38 4	57 6	151	266	417	—	25 5	—
Manchester, ...	167	64	231	20 10	30 0	167	127	294	31 8	46 0	151	92	243	20 10	—	21 8

(OLD) IN SACKS.

Companies have a Cartage Service. "S to S" means "Station to Station."

STATIONS IN GREAT BRITAIN.

DIEPPE. (*Via* Newhaven.)						BOULOGNE. (*Via* Folkestone.)					To
Distance.			Rate per ton. S. to S.			Distance.			Rate per ton. S. to S.		
Sea.	Rail.	Total approximate shortest mileage.	5-ton loads.	4-ton loads.	2-ton loads.	Sea.	Rail.	Total approximate shortest mileage.	4-ton lots.	2-ton lots.	
			s. d.	*s. d.*	*s. d.*				*s. d.*	*s. d.*	
64	198	262	—	—	25 0	29	213	242	—	23 4	Birmingham.
64	195	259	30 0	any quantity.		29	210	239	—	30 0	Derby.
64	262	326	—	27 6	35 0	29	277	303	27 6	35 0	Leeds.
64	56	120	9 0	10 0 1-ton lots. / 14 0 less lots.		29	71	100	C.R. O.R. In 10,000 Kilo. lots, 13*s.* 9*d.* 10*s.* / In 1,000 „ „ 11*s.* 7*d.* / In less lots, . 12*s.* 8*d.*		London.
64	262	326	—	25 10	32 6	29	277	306	25 10	32 6	Liverpool.
64	245	309	—	25 10	35 0	29	260	289	—	35 0	Manchester.
64	496	560	—	40 0	45 0	29	511	540	40 0	45 0	Glasgow.
64	449	513	—	38 4	43 4	29	464	493	38 4	43 4	Edinburgh.

of 6*s.* 6*d.* and from Hamburg 7*s.* 6*d* per ton. The sea freight is not known from the ports of Dieppe and Boulogne.

STATIONS IN GREAT BRITAIN.

TRALEE.					BANBRIDGE.					To
Distance.			Rate per ton. S. to S.	C. & D.	Distance.			Rate per ton. S. to S.		
Sea.	Rail.	Total approximate shortest mileage.	2-ton lots.	less lots.	Sea.	Rail.	Total approximate shortest mileage.	4 tons.	2 tons.	
			s. d.	*s. d.*				*s. d.*	*s. d.*	
70	359	429	30 0	38 4	156	123	279	23 4	26 8	Birmingham
70	330	400	43 4	55 0	146	95	241	22 6	25 0	Leeds.
276	201	477	31 8	46 8	156	231	387	27 6	32 6	London.
167	199	366	32 6	41 8	189	25	214	19 2	20 0	Manchester.

B.—GOODS PRODUCED, OR

I.—BUTTER.

"C. and D." means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Glasgow. Distance. Sea.	Glasgow. Distance. Rail.	Glasgow. Total shortest Mileage (approx.)	Glasgow. Rate. Per Ton.	Liverpool. Distance. Sea.	Liverpool. Distance. Rail.	Liverpool. Total shortest Mileage (approx.)	Liverpool. Rate. Per Ton.
				s. d.				s. d.
Athlone, ...	85	176	261	28 4 S. to S.	138	80	218	20 0 S. to S.
Mullingar, ...	85	148	233	31 8 „	138	52	190	19 2 S. to S. 15 0 Screw Co. S. to S.
Omagh, ...	117	66	183	29 2 Boxes or Casks. S. to S. 27 6 Firkins or Butts. S to S.	151	60	211	30 0 Carted Omagh.
Kilkenny, ...	223	85	308	26 8 S. to S.	138	85	223	20 0 S. to S.

IRISH CENTRE OF

To	Limerick. Distance. Rail.	Limerick. Rate. Per Ton.	Tralee. Distance. Rail.	Tralee. Rate. Per Ton.	Cavan. Distance. Rail.	Cavan. Rate. Per Ton.
		s. d.		s. d.		s. d.
Athlone, ...	96	18 10 S. to S.	167	29 10 S. to S.	64	15 2 S. to S.
Mullingar, ...	124	24 3 „	195	33 5 „	36	10 3 „
Omagh, ...	223	37 0 „	277	44 0 „	64	17 9 „
Fermoy, ...	58	13 0 „	79	16 3 „	–	Nil.
Dublin, ...	129	16 8 „	199	22 6 4 tons, S. to S. 26 8 less S. to S.	88	16 8 S. to S.
Kilkenny, ...	102	19 8 „	171	26 7 S. to S.	116	23 3 „

II.—CHEESE.

"C. and D." means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Glasgow. Distance. Sea.	Glasgow. Distance. Rail.	Glasgow. Total shortest Mileage (approx.)	Glasgow. Rate. Per Ton.	London. Distance. Sea.	London. Distance. Rail.	London. Total shortest Mileage (approx.)	London. Rate. Per Ton.
				s. d.				s. d.
Athlone, ...	85	176	261	28 4 S. to S.	222	197	419	56 8 C. & D.
Mullingar, ...	85	148	233	31 8 „	222	169	391	56 8 „
Omagh, ...	117	66	183	Nil	151	266	417	58 4 „
Kilkenny, ...	223	85	308	32 6 S. to S.	230	149	379	51 8 „

IRISH CENTRE OF

To	Limerick. Distance. Rail.	Limerick. Rate. Per Ton.	Tralee. Distance. Rail.	Tralee. Rate. Per Ton.	Cavan. Distance. Rail.	Cavan. Rate. Per Ton.
		s. d.		s. d.		s. d.
Athlone, ...	96	18 10 S. to S.	167	29 10 S. to S.	64	15 2 S. to S.
Mullingar, ...	124	24 3 „	195	33 5 „	36	10 3 „
Omagh, ...	223	37 0 „	277	44 0 „	64	17 9 Carted Omagh
Fermoy, ...	58	13 0 „	79	16 3 „	–	Nil.
Dublin, ...	129	21 10 „	199	29 9 „	88	19 2 S. to S.
Kilkenny, ...	102	19 8 „	171	26 7 „	116	23 3 „

PRODUCIBLE IN IRELAND.

I.—BUTTER.

Companies have a Cartage Service. "S. to S." means "Station to Station."

DISTRIBUTION TO DESTINATION.

London.				Manchester.				Grimsby.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail.			Sea.	Rail.			Sea.	Rail.			
			s. d.				s. d.				s. d.	
222	197	419	47 6 C. & D.	167	80	247	39 2 C. & D.	138	214	352	No Rate.	Athlone
222	169	391	45 0 „	167	52	219	35 0 „	138	186	324	„	Mullingar.
151	266	417	46 8 „	151	92	243	37 6 „	156	194	350	42 11 C. & D.	Omagh.
230	149	379	36 8 „	167	85	252	29 6 „	138	219	357	No Rate.	Kilkenny.

DISTRIBUTION TO DESTINATION.

Tuam.		Cork.		Knocklong.		To.
Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	
	s. d.		s. d.		s. d.	
51	13 0 S. to S.	163	25 9 S. to S.	115	20 11 S. to S.	Athlone.
79	17 8 „	166	29 8 „	—	Nil	Mullingar.
131	25 2 „	299	46 10 „	—	Nil	Omagh.
134	22 10 „	138	23 3 „	—	Nil	Fermoy.
131	25 2 „	170	17 6 „	122	22 2 S. to S.	Dublin.
127	24 9 „	143	23 9 „	95	18 8 „	Kilkenny.

II.—CHEESE.

Companies have a Cartage Service. "S. to S." means "Station to Station."

DISTRIBUTION TO DESTINATION.

Manchester.				Grimsby.				Liverpool.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail			Sea.	Rail.			Sea.	Rail.			
			s. d.				s. d.				s. d.	
167	80	247	44 2 C. & D.	138	214	252	Nil	138	80	218	30 10 S. to S.	Athlone.
167	52	219	41 8 „	138	186	324	Nil	138	52	190	30 0 „	Mullingar.
151	92	243	40 0 „	156	194	350	49 2 C. & D.	151	60	211	30 0 Carted Omagh.	Omagh.
167	85	252	34 6 „	138	219	357	Nil	138	85	223	31 8 S. to S.	Kilkenny.

DISTRIBUTION TO DESTINATION.

Tuam.		Cork.		Knocklong.		Kilmallock.		To
Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	
	s. d.		s. d.		s. d.		s. d.	
51	13 0 S. to S.	163	25 9 S. to S.	115	20 11 S. to S.	122	21 8 S to S.	Athlone.
79	17 8 „	166	29 8 „	—	Nil.	—	Nil	Mullingar.
131	25 2 „	299	46 10 „	—	Nil.	—	Nil	Omagh.
134	22 10 „	138	23 3 „	—	Nil.	37	9 10 S. to S.	Fermoy.
131	25 2 „	170	25 11 „	122	22 2 S. to S.	129	22 10 S. to S.	Dublin.
127	24 9 „	143	23 9 „	95	18 8 „	102	19 8 „	Kilkenny.

III.—BACON.

"C. and D." means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Glasgow. Distance. Sea.	Glasgow. Distance. Rail.	Glasgow. Total shortest Mileage (approx.)	Glasgow. Rate. Per Ton.	Liverpool. Distance. Sea.	Liverpool. Distance. Rail.	Liverpool. Total shortest Mileage (approx.)	Liverpool. Rate. Per Ton.
				s. d.				s. d.
Omagh, ...	117	66	183	24 2 S. to S.	151	60	211	30 0 not in Boxes. Ctd. Omagh 20 0 in Boxes. Ctd. Omagh
Athlone, ...	85	176	261	22 6 in Boxes. S. to S. 28 4 in Class II. S. to S.	138	80	218	20 6 S. to S.
Kilkenny, ...	223	85	308	22 6 S. to S.	138	85	223	20 0 S. to S.
Mullingar, ...	85	148	233	18 4 in Boxes. S. to S. 31 8 not in Boxes. S. to S.	138	52	190	19 2 S. to S. 15 0 Screw Co. S. to S.

IRISH CENTRE OF

To	Limerick. Distance. Rail.	Limerick. Rate. Per Ton.	Tralee. Distance. Rail.	Tralee. Rate. Per Ton.	Cavan. Distance. Rail.	Cavan. Rate. Per Ton.
		s. d.		s. d.		s. d.
Athlone, ...	96	18 10 S. to S.	167	29 10 S. to S.	64	15 2 S. to S.
Mullingar, ...	124	24 3 „	195	33 5 „	36	10 3 „
Omagh, ...	223	37 0 „	277	44 0 „	64	17 9 C. & D.
Fermoy, ...	58	13 0 „	79	16 3 „	—	Nil
Dublin, ...	129	14 6 „	199	29 9 „	88	19 2 S. to S.
Kilkenny, ...	102	19 8 „	171	26 7 „	116	23 3 „

IV.—FLOUR.

"C. and D." means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Cardiff. Distance. Sea.	Cardiff. Distance. Rail.	Cardiff. Total shortest Mileage (approx.)	Cardiff. Rate. Per Ton. 2-Ton lots. S. to S.	Cardiff. Rate. Per Ton. Less lots. C. & D.	Glasgow. Distance. Sea.	Glasgow. Distance. Rail.	Glasgow. Total shortest Mileage (approx.)	Glasgow. Rate. Per Ton.
				s. d.	s. d.				s. d.
Omagh, ...	222	168	390	32 6	45 0	117	66	183	14 2 S. to S.
Athlone, ...	222	120	342	25 10	40 10	85	176	261	14 7 6-ton lots. 15 10 Less lots.
Cavan, ...	222	128	350	34 2	49 2	117	80	197	18 4 S. to S.
Thurles, ...	62	210	272	19 2	30 0	223	92	315	17 1 „
Longford, ...	222	118	340	34 2	49 2	85	153	238	15 10 2-ton lots. S. to S.
Kilkenny, ...	114	147	261	17 6	29 2	223	85	308	21 0 2-ton lots. S. to S. 28 4 Less lots. S. to S.

IRISH CENTRE OF

To	Londonderry. Distance. Rail.	Londonderry. Rate. Per Ton. S. to S. 6-Ton Lots.	5-Ton Lots.	2-Ton Lots.	Less Lots.	Mallow. Distance. Rail.	Mallow. Rate. Per Ton. S. to S. 6-Ton Lots.	Less Lots.	Dublin. Distance. Rail.	Dublin. Rate. Per Ton. S. to S. 6-Ton Lots.	5-Ton Lots.	Less Lots.
		s. d.	s. d.	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.	s. d.
Omagh, ...	34	–	5 6	6 2	6 10	–	–	–	129	–	13 2	15 6
Athlone, ...	161	13 4	–	–	15 8	142	9 11	14 7	80	8 9	–	10 3
Cavan, ...	97	–	10 9	12 2	13 6	–	–	–	88	9 5	–	11 0
Thurles, ...	–	–	–	–	–	58	7 2	8 3	92	9 1	–	10 8
Longford, ...	138	12 2	–	–	14 4	–	–	–	78	8 8	–	10 1
Kilkenny, ...	247	17 8	–	–	20 8	106	10 5	12 6	85	9 6	–	11 1

III.—BACON.

Companies have a Cartage Service. "S. to S." means "Station to Station."

DISTRIBUTION TO DESTINATION.

London.				Manchester.				Grimsby.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail.			Sea.	Rail.			Sea.	Rail.			
			s. d.				s. d.				s. d.	
151	266	417	46 8 C. & D.	151	92	243	37 6 C. & D.	156	194	350	42 11 C. & D.	Omagh.
222	197	419	47 6 „	167	80	247	39 2 „	138	214	352	No Rates.	Athlone.
230	149	379	36 8 „	167	85	252	29 6 „	138	219	357	„	Kilkenny.
222	169	391	45 0 „	167	52	219	35 0 „	138	186	324	„	Mullingar.

DISTRIBUTION TO DESTINATION.

Tuam.		Cork.		Knocklong.		To
Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	
	s. d.		s. d.		s. d.	
51	13 0 S. to S.	163	25 9 S. to S.	115	20 11 S. to S.	Athlone.
79	17 8 „	166	29 8 „	—	Nil	Mullingar.
131	25 2 „	299	46 10 „	—	„	Omagh.
134	22 10 „	138	23 3 „	—	„	Fermoy.
131	25 2 „	170	17 6 „	122	22 2 S. to S.	Dublin.
127	24 9 „	143	23 9 „	95	18 8 „	Kilkenny.

IV.—FLOUR.

Companies have a Cartage Service. "S. to S." means "Station to Station."

DISTRIBUTION TO DESTINATION.

Liverpool.				Manchester.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail.			Sea.	Rail.			
			S. to S. s. d.				s. d.	
151	60	211	15 0 4-ton lots.	151	92	243	20 10 4-Ton lots. S. to S.	Omagh.
138	80	218	14 6 3-ton lots. / 16 0 Less lots.	167	80	247	28 4 2-ton lots. S. to S. / 40 10 Less lots. C. & D.	Athlone.
149	56	205	14 2 4-ton lots. / 15 6 2-ton lots.	149	88	237	23 4 4-ton lots. S. to S.	Cavan.
138	92	230	17 0	167	92	259	30 10 2-ton lots. S. to S. / 40 0 Less lots. C. & D.	Thurles.
138	78	216	14 2 4-ton lots. / 15 6 2-ton lots.	167	78	245	23 4 4-ton lots. S. to S.	Longford.
138	85	223	20 0 *Via* Dublin. / 12 3 *Via* Waterford.	167	85	252	30 0 2-ton lots. S. to S. / 36 8 Less lots. C. & D.	Kilkenny.

DISTRIBUTION TO DESTINATION.

Cork.			Clara.			Cahir.			To
Distance. Rail.	Rate. Per Ton. S. to S.		Distance. Rail.	Rate. Per Ton. S. to S.		Distance. Rail.	Rate. Per Ton. S. to S.		
	6-Ton Lots. s. d.	Less Lots. s. d.		6-Ton Lots. s. d.	Less Lots. s. d.		6-Ton Lots. s. d.	Less Lots. s. d.	
299	20 3	23 9	–	–	–	222	16 5	19 3	Omagh.
163	12 4	15 9	24	3 4	4 0	121	11 4	13 4	Athlone.
102	15 6	18 1	55	6 11	8 0	–	–	–	Cavan.
79	0 9	10 2	68	8 0	9 3	37	5 4	6 10	Thurles.
102	14 1	17 6	46	6 2	7 2	150	12 9	15 0	Longford.
113	10 8	12 10	61	7 4	8 6	70	8 0	9 4	Kilkenny.

V.—SOAP.

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Glasgow.				Birmingham.				Warrington.			
	Distance.		Total shortest Mileage (approx.)	Rate.	Distance.		Total shortest Mileage (approx.)	Rate.	Distance.		Total shortest Mileage (approx.)	Rate.
	Sea.	Rail.		Per Ton.	Sea.	Rail.		Per Ton.	Sea.	Rail.		Per Ton.
				s. d.				s. d.				s. d.
Omagh, ...	117	66	183	20 0 S. to S.	151	158	309	40 0 C. & D.	156	87	243	33 4 C. & D.
Athlone, ...	85	176	261	25 0 „	70	240	310	44 2 „	138	101	239	24 2 S. to S.
Kilkenny	223	85	308	28 4 „	70	245	315	35 0 „	138	106	244	35 0 C. & D.
Mullingar, ...	85	148	233	21 8 „	70	212	282	41 8 „	138	73	211	21 8 „
Newbridge, ...	223	31	254	20 0 „	70	191	261	38 4 „	138	52	190	17 6 S. to S. Common. 33 4 C. & D. Other Descriptions.

IRISH CENTRE OF

To	Dublin.		Donaghmore.	
	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.
		s. d.		s. d.
Omagh, ...	129	16 3 S. to S.	24	5 10 S. to S.
Athlone, ...	80	10 10 „	135	14 11 „
Kilkenny, ...	84	11 8 „	—	Nil.
Mullingar, ...	52	8 2 „	107	13 2 „
Newbridge, ...	31	6 2 „	136	15 0 „
Fermoy, ...	166	16 7 „	—	Nil.

VI.—FURNITURE.

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To	Glasgow.				Bristol.			
	Distance.		Total shortest Mileage (approx.)	Rate.	Distance.		Total shortest Mileage (approx.)	Rate.
	Sea.	Rail.		Per Ton.	Sea.	Rail.		Per Ton.
				s. d.				s. d.
Cavan, ...	117	80	197	Nil.	222	88	310	Nil.
Mullingar, ...	85	148	233	81 8 S. to S.	222	52	274	110 0 C. & D.
Enniskillen, ...	117	87	204	Nil.	222	116	338	125 0 „
Newbridge, ...	223	31	254	51 8 S. to S.	222	31	253	97 6 „ Rails. 84 2 „ B.S.N Co.

IRISH CENTRE OF

To	Kilkenny.		Athlone.		Dublin.	
	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.
		s. d.		s. d.		s. d.
Cavan, ...	116	43 5 S. to S.	64	28 0 S. to S.	88	35 8 S. to S.
Mullingar, ...	80	33 1 „	28	16 5 „	52	24 3 „
Enniskillen, ...	201	64 8 „	101	39 8 „	116	44 2 C. & D.
Fermoy, ...	89	35 11 „	159	54 2 „	162	54 11 S. to S.
Newbridge, ...	54	24 10 „	54	12 4 „	30	17 5 „
Roscrea, ...	55	25 2 „	75	31 6 „	82	33 9 „

V.—SOAP.

Companies have a Cartage Service. "S to S" means "Station to Station."

DISTRIBUTION TO DESTINATION.

London.				Manchester.				Liverpool.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail.			Sea.	Rail.			Sea.	Rail.			
			s. d.				*s. d.*				*s. d.*	
151	266	417	50 0 C. & D.	151	92	243	34 2 C. & D.	151	60	211	26 8 Carted Omagh.	Omagh.
222	197	419	50 0 „	167	80	247	40 10 „	138	80	218	17 6 S. to S.	Athlone.
230	149	379	43 4 „	167	85	252	29 6 „	138	85	223	28 4 „	Kilkenny.
222	169	391	49 2 „	167	52	219	27 6 „	138	52	190	17 6 „	Mullingar.
70	300	370	45 10 „	167	31	198	35 0 „	138	31	169	15 0 „	Newbridge.

DISTRIBUTION TO DESTINATION.

Belfast.		Sligo.		Cork.		To
Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	
	s. d.		*s. d.*		*s. d.*	
66	11 1 S. to S.	75	11 10 S. to S.	299	24 10 S. to S.	Omagh.
144	15 5 „	113	13 6 „	163	16 7 „	Athlone.
198	18 9 „	164	16 8 „	113	13 6 „	Kilkenny.
116	13 9 „	84	11 3 „	166	16 10 „	Mullingar.
144	15 5 „	143	15 4 „	140	15 2 „	Newbridge.
279	23 9 „	246	21 9 „	24	5 2 „	Fermoy.

VI.—FURNITURE.

Companies have a Cartage Service. "S to S" means "Station to Station."

DISTRIBUTION TO DESTINATION.

London.				Manchester.				Liverpool.				To
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
Sea.	Rail.			Sea.	Rail.			Sea.	Rail.			
			s. d.				*s. d.*				*s. d.*	
149	262	411	127 6 C. & D.	149	88	237	80 0 C. & D.	149	56	205	59 2 S. to S.	Cavan.
222	169	391	125 0 „	167	52	219	77 6 „	138	52	190	59 2 „	Mullingar.
149	269	418	127 6 „	149	95	244	85 0 „	149	63	212	75 0 Carted Enniskillen.	Enniskillen.
70	300	370	115 0 „	167	31	198	95 0 „	138	31	169	61 8 S. to S.	Newbridge.

DISTRIBUTION TO DESTINATION.

Cork.		Limerick.		Richhill.		Edenderry.		To
Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	Distance. Rail.	Rate. Per Ton.	
	s. d.		*s. d.*		*s. d.*		*s. d.*	
202	64 11 S. to S.	160	54 5 S. to S.	49	20 0 Carted Cavan.	68	29 4 S. to S.	Cavan.
166	55 11 „	124	45 5 „	84	34 4 S. to S.	32	17 9 „	Mullingar.
239	74 2 „	180	59 5 „	56	22 0 Carted Enniskillen.	105	40 8 „	Enniskillen.
24	15 2 „	58	18 1 „	—	Nil.	—	Nil.	Fermoy.
140	49 5 „	99	30 1 „	—	Nil.	—	Nil.	Newbridge.
108	41 5 „	47	22 8 „	162	54 11 S. to S.	109	41 8 S. to S.	Roscrea.

VII.—**SHIRTS.**

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the

BRITISH CENTRE OF

To.	Leeds.				
	Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.	
	Sea.	Rail.			
				s. d.	
Omagh, ...	146	136	282	56 8	C. & D.
Athlone, ...	140	150	290	54 2	,,
Kilkenny, ...	140	155	295	58 4	,,
Mullingar, ...	140	122	262	55 10	,,
Newbridge, ...	140	101	241	56 8	,,
Fermoy, ...	174	178	352	73 4	,,

IRISH CENTRE OF

To.	Cork.			Waterford.			Limerick.		
	Distance. Rail.	Rate. Per Ton.		Distance. Rail.	Rate. Per Ton.		Distance. Rail.	Rate. Per Ton.	
		s. d.			s. d.			s. d.	
Athlone, ...	163	25 10	S. to S.	108	27 8	S. to S.	96	25 10	S. to S.
Mullingar, ...	166	38 0	,,	111	28 7	,,	124	30 9	,,
Omagh, ...	299	60 8	,,	210	46 5	,,	208	45 2	,,
Fermoy, ...	24	10 6	,,	59	18 4	,,	58	18 1	,,
Newbridge, ...	140	31 8	,,	85	23 8	,,	99	26 6	,,
Kilkenny, ...	113	28 4	,,	31	13 2	,,	102	26 11	,,

VII. –SHIRTS.

Companies have a Cartage Service. "S to S" means "Station to Station."

DISTRIBUTION TO DESTINATION.

Manchester.					Liverpool.					To.
Distance.		Total shortest Mileage (approx.)	Rate. Per Ton.		Distance.		Total shortest Mileage (approx.)	Rate. Per Ton		
Sea.	Rail.		s. d.		Sea.	Rail.		s. d.		
151	92	243	43 4	C. & D.	151	60	211	37 6	Carted Omagh.	Omagh.
167	80	247	43 4	„	138	80	218	33 4	S. to S.	Athlone.
167	85	252	49 0	„	138	85	223	25 0	„	Kilkenny.
167	52	219	40 10	„	138	52	190	35 0	„	Mullingar.
167	31	198	36 8	„	138	31	169	35 0	„	Newbridge.
174	134	308	55 0	„	174	102	276	50 10	„	Fermoy.

DISTRIBUTION TO DESTINATION.

Londonderry.			Newcastle West.			Belfast.			To.
Distance. Rail.	Rate. Per Ton.		Distance. Rail.	Rate. Per Ton.		Distance. Rail.	Rate. Per Ton.		
	s. d.			s. d.			s. d.		
161	37 1	S. to S.	124	30 9	S. to S.	143	34 2	S. to S.	Athlone.
133	32 4	„	—	No Rates.		116	29 5	„	Mullingar.
34	12 10	Ctd. Derry,	233	49 7	S. to S.	66	18 0	„	Omagh.
329	65 9	S. to S.	71	20 9	„	279	57 3	„	Fermoy.
193	42 7	„	125	29 10	„	144	34 2	„	Newbridge.
247	51 10	„	128	30 2	„	198	43 5	„	Kilkenny.

VIII.—SLATE RATES.

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the Companies have a Cartage Service. "S to S" means "Station to Station."

Stations in England.		Miles.	Rate per Ton, S. to S.	Stations in Ireland.		Miles.	Rate per Ton in 6-Ton Loads. S. to S.
From.	To.			From.	To.		
			s. d.				*s. d.*
Blaeneau Festiniog, ..	Conway, ...	29	3 1	Carrick-on-Suir, ..	Athlone, ...	122	8 6
	Bangor, ...	43	4 3	Do., ...	Fermoy, ...	72	6 1
	Holyhead, ...	68	6 0	Do., ...	Newbridge, ..	99	9 3
	Portmadoc, ..	14	2 1½	Do., ...	Kilkenny, ...	45	5 6
Bettws-y-Coed, ..	Conway, ...	16	2 1	Killaloe, ...	Athlone, ...	110	8 1
	Bangor, ...	31	3 3	Do., ...	Fermoy, ...	75	7 8
	Holyhead, ...	55	5 5	Do., ...	Newbridge, ..	87	6 11
	Portmadoc, ..	66	6 8	Do., ...	Kilkenny, ...	90	7 7

There are no through rates for Slates between English and Irish Stations. The traffic is usually conveyed by specially chartered steamer or schooner to Irish Ports.

C.—CATTLE EXPORTS.

RATES FOR CATTLE AND DEAD MEAT.

"C and D" means "Collected and Delivered" in Great Britain or at Stations in Ireland where the Companies have a Cartage Service. "S to S" means "Station to Station."

CATTLE (Live).			DEAD MEAT.			
From.	To.	Per Truck. (Average of 5 Tons per Eight Beasts.)	From.	To.	Per Ton.	
		£ *s. d.*			£ *s. d.*	
Mullingar, ..	London, ...	8 1 6	Liverpool, ..	Leeds, ...	1 2 6	2-Ton loads. Delivered in Leeds.
Ballinasloe, ..	Leeds, ...	6 4 0	Liverpool, ..	Birmingham, ..	1 5 0	3-Ton loads. Delivered in B'gham.
Templemore, ..	Birmingham, ..	6 14 6	Liverpool, ..	Derby, ...	1 7 6	Delivered in Derby.
Navan, ...	Wakefield, ..	5 8 0	Liverpool, ..	Wakefield, ..	1 3 4	3-Ton loads. Delivered in Wakefield
Moate, ...	Wakefield, ..	6 2 9	Manchester, ..	Leeds, ...	0 17 8	2-Ton loads. Delivered in Leeds.
Longford, ...	Derby, ...	6 10 9	Manchester, ..	Birmingham, ..	1 5 0	3-Ton loads. Delivered in B'gham.
Cavan, ...	Derby, ...	6 1 9	Manchester, ..	Derby, ..	1 4 5	Delivered in Derby.
Cavan, ...	Leeds, ...	5 15 0	Manchester, ..	Wakefield, ..	0 18 3	3-Ton loads. Delivered in Wakefield
			London, ...	Leeds, ...	2 10 0	C. & D.
					1 15 0	3-Ton truck loads. C. & D.
					1 17 6	3-Ton truck loads, C. & D., inclusive of hampers and cloths.
			London, ...	Birmingham, ..	1 10 0	3-Ton loads. C. & D.
			London, ...	Derby, ...	1 11 8	2-Ton loads. C. & D.
			London, ...	Wakefield, ..	2 10 0	C. & D.

In making comparison of weight of Live Beasts with the Dead Meat, a deduction of about 45% may be made from the Live weight to ascertain the weight of a carcase (dead weight).

At the places where the *principal markets* for Irish Fat Cattle are held in Great Britain there are also markets for Dead Meat, as at London, Liverpool, &c., and here comparison of rates is impossible.

LIST OF SEA DISTANCES TAKEN TO ARRIVE AT FIGURES AS SHOWN IN COMPARATIVE TABLES.

Sea Distances.		
62 miles,	From Rosslare,	To Fishguard.
70 miles,	From Dublin,	To Holyhead.
80 miles,	From Greenore,	To Holyhead.
85 miles,	From Belfast,	To Ardrossan.
106 miles,	From Waterford,	To Fishguard.
117 miles,	From Belfast,	To Glasgow.
138 miles,	From Dublin,	To Liverpool.
140 miles,	From Dublin,	To Heysham.
140 miles,	From Belfast,	To Fleetwood,
146 miles,	From Belfast,	To Heysham.
149 miles,	From Dundalk,	To Liverpool.
151 miles.	From Newry,	To Liverpool.
152 miles,	From Cork,	To Fishguard.
166 miles,	From Londonderry,	To Glasgow.
167 miles,	From Dublin,	To Manchester.
174 miles,	From Wexford,	To Liverpool.
189 miles,	From Belfast,	To Manchester.
193 miles,	From Wexford,	To Bristol.
214 miles,	From Londonderry,	To Fleetwood.
222 miles,	From Dublin,	To Bristol.
223 miles,	From Dublin,	To Glasgow.
230 miles,	From Waterford,	To Bristol.
245 miles,	From Londonderry,	To Liverpool.
253 miles,	From Waterford,	To Liverpool.
276 miles,	From Cork,	To Bristol.
299 miles,	From Cork,	To Liverpool.

The distances are irrespective of whether through rates exist or not, and are for the purpose of arriving at the shortest approximate mileage from the Irish Station to point of destination

Mar. 14, 1908.

Mr. Philip MacNulty, transit Inspector, Department of Agriculture.

Comparisons between Irish and Continental interior goods rates.

Comparative tables of rates from Continental ports and from Irish stations to Great Britain.

Mr. Sexton.—You produced some additional tables last Thursday.*

44031. *Chairman.*—Just explain the others?—The comparisons which I handed in on Thursday relate to cattle feeding cake in one-ton lots, five-ton lots, and ten-ton lots. The comparisons are shown in shillings and pence only.

44032. *Mr. Sexton.*—Between Irish and Continental rates?—Yes, interior rates of each country.

44033. *Mr. Acworth.*—Instead of in percentages as in the other case?—Yes, there was not time to work out the percentages as in the others. The next comparison refers to sulphate of copper, used for spraying potatoes in Ireland, one-ton lots and five-ton lots. Comparison No. 28 refers to agricultural drain-pipes in one-ton lots, five-ton lots, and ten-ton lots. Comparison No. 29 refers to dead pigs in one-ton lots. Comparison No. 30 refers to slates in one-ton lots, five-ton lots, and ten-ton lots. Comparison No. 31 refers to soap; No. 32 to woollen goods; No. 33 to boots and shoes in one-ton lots; No. 34 to round timber—rough timber—in five-ton and ten-ton lots; No. 35 to roughly-sawn timber in one-ton lots and five-ton lots; No. 36 to coal in five-ton lots and ten-ton lots; No. 37 to basic slag (which is used for reclamation of bog-land) in five-ton and ten-ton lots.

The omission of certain Continental ports.

44034. *Mr. Aspinall.*—May I ask a question with regard to the rates for eggs, butter, and bacon. You have given the rates from Rotterdam, Antwerp, Hamburg, Esbjerg, Dieppe, and Boulogne, but you have left out Copenhagen, the largest place of all. Is there any reason for that?—I am not aware of any. † These rates have been obtained within the last ten or twelve days by a couple of officials who were sent over to England specially for the purpose, and as the figures were put together in a great hurry, there may be omissions from unavoidable circumstances.

44035. You know the principal import is from Copenhagen?—If we have the rates, and the Commission would like us to add them; we could insert them before the sheets go into the minutes.

44036. I do not think we want anything additional—I merely commented upon that point?—I do not know whether we have the rates or not.

44037. *Mr. Acworth.*—What I want to understand is this. Take from Limerick to Birmingham, sea distance 70 miles?—Is this for butter?

44038. Yes, but it does not matter. I just want you to explain how it is done. Limerick to Derby, sea distance 167; Limerick to Leeds, sea distance 140; Limerick to London, sea distance 230; Limerick to Liverpool, sea distance 138. There are five sea distances, which I presume implies that the rate has been taken by five different routes?—I cannot tell you the basis upon which these have been taken out, but I presume it is upon the shortest route, and that these are the approximate distances by the shortest route.

44039. Perhaps you would not mind verifying that. As I understand you, the rate from Limerick and various places is taken by the shortest combined mileage route?—Yes.

44040. And then the sea distance on that is used?—Yes.

44041. I do not think that can be so. Take Limerick to London. Surely the shortest route from Limerick to London cannot be 230 miles sea. However, would you kindly verify that for me?—It is clear that the rates are taken by different routes in all five cases?—Yes.

44042. Let us know upon what principle the rates are selected, and upon what principle the sea distances and land distances are worked out?—I can have the route inserted if you like.

44043. No, do not insert it; simply give us the information as to what the distance is?—I will ascertain that.

Chairman.—We will adjourn until we have the pleasure of meeting you, gentlemen, in Ireland.

The Commission adjourned till Tuesday, 21st April.

* See Appendix No. 2.

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APPENDIX No. 1.

STATEMENT submitted to the VICE-REGAL COMMISSION on IRISH RAILWAYS in evidence by Mr. PHILIP MACNULTY, a Transit Inspector of the Department of Agriculture and Technical Instruction for Ireland, at the Dublin Sittings, January, 1908.

1. Money, &c., equivalents.

Continental Moneys, Weights, and Measures used in the following Statements, with their English Equivalents.

MONEY.

France, ...	1 Franc (Fr.) = 9½ pence.
Belgium, ...	1 Franc (Fr.) = 9½ pence.
Germany, ...	1 Mark (M.) = 1s. 0d.
Holland, ...	1 Florin (Fl.) = 1s. 8d.
Denmark, ...	1 Krone (Kr.) = 1s. 1½d.
Austria, ...	1 Krone (Kr.) = 10 pence.
Hungary, ...	1 Krone (Kr.) = 10 pence.
France, ...	1 Centime (C.) = ·095 of a penny.
Belgium, ...	1 Centime (C.) = ·095 of a penny.
Germany, ...	1 Pfennig (Pf.) = ·12 of a penny.
Holland, ...	1 Cent (Cent) = ·2 of a penny.
Denmark, ...	1 φre (φre) = ·1325 of a penny.
Austria, ...	1 Heller (H.) = ·1 of a penny.
Hungary, ...	1 Heller (H.) = ·1 of a penny.

WEIGHT.

All above Countries, ...	1 Tonne (T.) = 2205 lbs. or ·9842 of a Ton. 1 Kilogram (Kg.) = 2·205 lbs.

CAPACITY.

All above Countries, ...	1 Litre = 1·76077 pints. 1 Hectolitre = 21·9975 gallons.

LINEAR MEASURE.

All above Countries, ...	1 Metre (m) = 39·3708 inches, or 1·0936 yards. 1 Kilometre (Km.) = 1093 633 yards, or ·62138 of a mile.

SQUARE MEASURE.

All above Countries, ...	1 Square Metre = 10·7643 square feet.

NOTE.—The letters in brackets indicate abbreviations used throughout the text.

LEGAL MAXIMUM RATES.

FRANCE.

2. How fixed

The Maximum Rates are contained in a "Charge Book" issued by the State to each large company. The working rates and conditions are, in the first place, proposed by the Railway Administration, but must have the approval of the Minister of Public Works. For railways of local interest and tramways

LEGAL MAXIMUM RATES—*continued.*

it is the Prefect of the Department who confirms the working rates, etc. The right of direct confirmation has been reserved in only two cases—(1) In case of tramways conceded by the State, and (2) in rates common to several lines.

The maximum rate fixed for quick transit on the large railways is a uniform one of 36 centimes per tonne per kilometre.

The maximum tariffs (exclusive of accessory fees, such as registration, handling, &c., &c.), fixed by the charge book for slow transit on the State and other large railways are:—

Goods per tonne and per kilometre.

Class 1, . . .	Fr. 0·16
Class 2, . . .	Fr. 0·14
Class 3, . . .	Fr. 0·10
Class 4—	
Journeys of 0 to 100 km. (max. tax, 5fr.*)	Fr. 0·08
Journeys of 101 to 300 km. (max. tax, 12fr.*), ...	Fr. 0·05
Journeys of more than 300 km., . . .	Fr. 0·04

* Applies to State Railway only.

BELGIUM.

3. How fixed.

Rates and conditions of transport are fixed on the State railways by a special law or in virtue of the General Transport Law of 25th August, 1891, and on the conceded railways and light railways by their governing authorities within the limits of the specification and with the approval of the proper Minister, with the exception of the modifications agreed to in virtue of a special law.

There is no information in the published documents or books of the railway showing the maximum prices fixed.

GERMANY.

4. How fixed

There are no statutory maximum rates for large railways. Each State Railway Administration fixes its own rates, but the Imperial authority exercises through the Imperial Railway Office a certain control, which has for its aim, among other things, (1) uniformity of working regulations of all German railways; (2) equality of tariffs on as low a basis as possible, and reduced rates, to meet the needs of agriculture and industry, for various commodities, such as coal, ores, timber, manures, &c., sent over long distances. As regards conceded railways, Article 26 of the Law of Railways of 1838 enacts that for the first three years after 1st January following the opening of the railway the company has the right, subject to existing Imperial and National laws, to fix the rates for conveyance of passengers and goods. It must, however, report the rates to the Government for acceptance. Under the Concession Treaty for broad gauge secondary railways, *i.e.*, branch lines of minor importance, it is provided that for the first *five* years after the 1st January following the opening of the railway the concessionaire has power, subject to Imperial and National laws, to fix rates for passengers and goods traffic. Subsequently the fixing and alteration of tariffs is subject to approval of State Supervising Authority. With regard to goods traffic, however, after the expiration of each period of five years, and so long as the railway, in

LEGAL MAXIMUM RATES—*continued.*

the opinion of the Supervising Authority (whose judgment on the point is final), is mainly of local interest, the Minister of Public Works will fix, from five years to five years, maximum rates for the different goods classes with special reference to the financial state of the enterprise.

The Concessionaire may, in accordance with Imperial and National regulations, and within the limits of the maximum rates, fix working rates according to his judgment, and undertake increases and decreases without the sanction of the Supervising Authority.

The Concessionaire is bound to accept the tariff system existing on the Prussian State railways, and to follow the principles governing the same in making through rates in so far as it is deemed desirable by the Minister of Public Works.

As regards local railways ("Kleinbahnen"), it is provided that in the interests of public traffic the necessary steps must be taken by the competent authority with regard to the transport rates; at the same time the periods are to be named at which such arrangements shall be subject to revision. The fixing of rates is to be left to the Concessionaire for a period to be named in the concession, but for not less than five years, subsequent to which the right of the State extends only to fixing of maximum rates All tariffs and regulations must be reported to the Supervising Authority, so that the latter may be in a position to fulfil its functions.

HOLLAND.

5. How fixed.

All tariffs must be sanctioned by the Minister of Waterways and Works under Article 28 of the Law. They are proposed by the railways for the Minister's approval.

DENMARK.

6. How fixed

The rates and conditions of transit are fixed by the Minister of Public Works for State railways and conceded railways.

The following are the maximum rates authorised for the *State railways*:—The rate per 100 kg. computed weight must not exceed—

	Constant.	Conveyance.
For Fast Goods, ...	50 Ore plus,	2 Ore per Km.
For Slow Goods, ...	15 Ore plus,	1 Ore per Km.
For Fast Goods in Wagon-loads,	15 Ore plus,	1 Ore per Km.
For Slow Goods in Wagon-loads,	6 Ore plus,	0·5 Ore per Km.

Express goods are conveyed at one-and-a-half times the fast goods rates. For long distances the rate may be substantially reduced, and lower rates may be charged for slow goods in large consignments, and for such wagon-load goods as judged from value and condition are known to require a lower rate than the usual wagon-load rate. (Mem.—To meet this the State Railway has divided wagon-load goods into three classes—Nos. 4, 5, and 6.)

Easily perishable goods which come under the heading of the most important necessaries of life shall be conveyed with extra speed with the limits, however, made necessary by the conditions of transit, and shall be charged as under:—

When carried as fast goods, at slow goods rate.
When carried as express goods, at fast goods rate.

LEGAL MAXIMUM RATES—*continued.*

Used packings are conveyed at a low rate *fixed by the railway company* with a *minimum charge* as follows:—

For Fast Goods, ...	50 Ore.
For General Slow Goods, ...	30 Ore.
For Fast Goods in Wagon-loads,	10 Kroner per Wagon.
For Slow Goods in Wagon-loads,	5 Kroner per Wagon.

Stamped parcels shall be conveyed between all stations, stopping places, and booking offices when they have the following Government Railway stamps at 25 Ore each affixed:—

Parcels up to 5 Kg.	1 Stamp
Parcels over 5 Kg. up to 10 Kg.	2 Stamps.
Parcels over 10 Kg. up to 15 Kg.	3 Stamps.
Parcels over 15 Kg. up to 25 Kg.	4 Stamps.

(Government Railway Stamps are sold in sheets of 25 stamps at 6 Kroner per sheet, and singly at 25 Ore each.)

The maximum rates for the South Funen Railway (authorised by the Minister of Public Works on 27th June, 1906), are as under:—

For Stamped Parcels.

Packages up to 2½ Kg.	1–15 Ore Stamp.
Packages over 2½ Kg. up to 5 Kg. ...	1–25 Ore Stamp.
Packages over 5 Kg. up to 10 Kg. ...	2–25 Ore Stamp.
Packages over 10 Kg. up to 15 Kg. ...	3–25 Ore Stamp.
Packages over 15 Kg. up to 25 Kg. ...	4–25 Ore Stamp.

(Stamps—15 Ore and 25 Ore—are sold in sheets of 25 at a price of 3·50 Kroner and 6 Kroner per sheet respectively, and singly for 15 Ore and 25 Ore each.)

Parcel goods and wagon-loaded goods:—

Carried on all parts of the railway except the Svendborg-Nyborg section, the rates for which are given later.

Freight per 100 Kg. in Ore.

Between all Stations, except on Svendborg-Nyborg Section.	Consignment in Less than Wagon-loads.			Wagon-load Goods.
	Fast Goods.	Slow Goods.	Slow Goods Reduced.	Min. Wt. 5,000 Kg.
	Rate 1.	Rate 2.	Rate 3.	Rate 4.
Constant, ...	50	16	12	6
For each of the first 60 Km.	1·6	0·8	0 6	0·25
For each of the following Km.	1·0	0·5	0·4	0·15

On the Svendborg-Nyborg Railway the charges are:—

—	Consignments in Less than Wagon-loads.			Wagon-loads. Min. Wt 5.000 Kg.	
	Rate 1.	Rate 2.	Rate 3.	Rate 4.	Rate 5.*
Constant, ...	32	10	10	5	5
For each Km., ...	2·12	1·0	0·7	0·4	0·3

* Rate 5 applies to Special Wagon Load Goods brought under Special Class "6" on the State Railways.

Easily perishable goods are charged as follows:—

1. Charged at ordinary freight or slow goods rate when carried at fast goods train speed.
2. Charged rate 2 (slow small goods rate), with 50 per cent. added by increase of calculated weight when carried by greatest speed allowed by time-table—not conveyed, however, *by fast trains.* Minimum weight charged 30 kg.
3. Charged at rate 1 (fast goods rate) when conveyed as express goods.

LEGAL MAXIMUM RATES—*continued.*

Used packings are conveyed as slow goods at the following rates per 100 kg.:

1—30 km.,	12 ore
31—60 km.,	16 ore
61—90 km.,	20 ore
Over 90 km.,	24 ore
Minimum freight,	20 ore

AUSTRIA.

How fixed

The older Charters of Concession prescribed maximum rates for different classes of traffic, and in many cases for individual articles, but owing to altered traffic conditions the existing rates are much lower than the maxima. In the newer Deeds of Concession which apply to local lines no maximum rates are fixed, but the regulation of tariffs is provided for by the condition that the latter are subject to the sanction of the State, the public interest on the one hand and the financial success of the railway on the other being taken into consideration. In accordance with a Statute of 14th September, 1854, the State is empowered to effect a reduction of rates if the net annual profits of a line exceed 15 per cent. of the invested capital, and in the case of various private railways the Deed of Concession provides that the right of the State to reduce tariffs may be exercised even before the foregoing limits have been exceeded by the net profit.

HUNGARY.

8. How fixed.

The rates and fares of the Hungarian State railways are fixed by the Minister of Commerce. The private railway companies fix their own rates and fares within the limits of their Acts of Concession, but these rates are subject to the approval of the Minister of Commerce.

PUBLICATION OF RATES.

FRANCE.

9. Publication of Rates.

The working rates originate with the railway companies who submit their proposals to the Minister of Public Works for his sanction. The proposed rates must also be posted up and sent to the Prefects of the Departments concerned.

Rates can only be put in operation one month after being posted, and if any modifications of proposed rates are prescribed by the Ministers of Public Works a new posting of one month is necessary. For the purpose, however, of facilitating exportation of French products it was decreed in 1862, that without awaiting the expiration of the delay of posting or the results of the ordinary Ministerial direction or confirmation, the railways can put exportation rates into operation five days after placing them at the Ministry, provided that in these five days the Minister has not notified his opposition.

10. Tariff Books for Sale.

Books containing the tariff of all railways are printed and can be obtained by the public.

BELGIUM.

11. Publication of Rates.

The management of every railway is bound to publish tariffs in their stations by means of placards or otherwise.

12. Tariff Books for Sale.

Books containing all the rates in operation are printed and can be obtained by the public.

GERMANY.

13. Publication of Rates.

Under Art. 46 of the Law of Railways it is provided that railways must report tariffs to the Government and must also make the same public.

14. Tariff Books for Sale

All tariff books are printed and can be obtained by the public.

PUBLICATION OF RATES—*continued.*

HOLLAND.

15. Publication of Rates.

Art. 30 of the Dutch Railway Law enacts that notice of tariffs shall be published at least one month before they come into force.

16. Tariff Books for Sale.

Art. 28 of the Dutch Railway Law enacts that before coming into force, tariffs are to be publicly announced and printed and sold at fixed prices.

Publication in all cases is to be in accordance with regulations issued by the Minister of Commerce, Industry, and Waterways.

DENMARK.

17. Publication of Rates.

It is provided by Paragraph 59 of the Railway Law of 15th May, 1903, that rates shall be properly published; that the traffic rules and conditions shall be kept for sale at the larger stations, and can be ordered at any station; and that coincident with the publication of rates a notice shall be inserted in the newspapers of the time when the rates come into force. The kilometer table can be bought at the stations.

18. Tariff Books for Sale.

Books containing the rates of each railway are printed and can be bought by the public.

AUSTRIA.

19. Publication of Rates.

Cost of carriage is calculated according to the existing properly published tariffs, copies of which are obtainable by the public at the Railway Direction Bureau and at stations.

20. Tariff Books for Sale.

Alterations of rules are made in the form of supplements to existing tariffs, and are announced in the official Railway traffic and Shipping Journal.

HUNGARY.

21. Publication of Rates.

Alterations in existing tariffs are published in the Hungarian newspaper—"Vasuti és Közlekedési Közlöny."

22. Tariff Books for Sale.

Tariffs can be bought from the railway management (*i.e.*, the Tariff Sale Bureau of the Railway Direction) and in the offices of the State railway.

VARIATIONS IN RATES AND TRANSIT CONDITIONS.

FRANCE.

23. How effected.

The initiative as to the variation of rates within the limits of the maxima fixed by the charge book lies with the railway, but such variations cannot be put into operation without the approval of the Minister of Public Works, who has a discretionary power to grant or withhold his official confirmation. Rates proposals must be posted by the railways and sent to the Prefects of Departments, who must communicate the proposals to the Chambers of Commerce along the railway and at terminal points for their observations. The proposed rates, with the remarks made by the Chambers of Commerce, are examined by:—

24. Notice of variations

(1) The Inspector of the commercial working of the district.
(2) The Controller-General.
(3) Port Engineers.
(4) The Inspector-General of Railways.

The draft proposals are then sent to the Consulting Committee for Railways, which discusses a written report drawn up by one of its members. For very important cases a Commission is drawn up in the Committee and in its name a report is presented to the General Assembly. The representatives of the interested parties and of the railways are heard; the Committee gives its opinion and the Minister gives his decision, usually conformably to the Committee's advice.

When once a rate is confirmed it cannot afterwards be suppressed by the Company except by a proposal of withdrawal duly confirmed. On the other hand, this withdrawal cannot be forced on the railway.

VARIATIONS, ETC.—*continued.*
France—*continued.*

Since the year 1857 the Minister of Public Works grants only a provisional confirmation of rates, which he reserves to himself the right to withdraw when he thinks fit. Before such withdrawal of confirmation an inquiry similar to that preceding confirmation is held. Temporary rates have been proposed by the railways, but usually confirmation has been refused. Interior goods rates cannot be increased unless they have been one year in operation. Season rates are, however, sanctioned.

Special export rates may be put into operation five days after being placed at the Ministry of Public Works provided that within that period the Minister has not notified his opposition. Transit rates for goods crossing French territory in competition with a foreign route may be applied immediately by merely posting them up and communicating them to the Minister, who can, at any time, forbid them.

NOTE.—The Consulting Committee for Railways referred to is a Council to the Minister of Public Works on matters relating to the commercial working of railways. The Committee deliberates particularly on rates submitted for Ministerial confirmation. The number of members on the Committee is ninety-two, consisting of representatives of railway management, the Ministers' Directors, State Councillors, Inspectors-General of Ordnance Survey and of Mines, Delegates of the Ministers of Commerce, Agriculture, Finance, Posts and Telegraphs, members chosen by the Minister of Public Works to represent Agriculture, Commerce, and Industry (Senators, Deputies, Members of Chambers and Courts of Commerce and Agricultural Societies, Civil Engineers and managers of different undertakings).

BELGIUM.

25 How effected.

No Ministerial Decree approving or modifying the price and conditions of freights may be put into effect until after the lapse of fifteen days after its publication in the "Moniteur" (the official Gazette). This time limit, however, shall be at least three months in the case of any raising of a rate, except in the event of an arrangement to the contrary in the Act of Concession. The foregoing two time limits may be reduced to twenty-four hours when international freights are concerned.

26. Notice of variations.

GERMANY.

27. How effected.

Increases in tariffs or in the difficulties of transport conditions (which must be sanctioned by the Minister of Public Works) do not come into force until a period of six weeks has elapsed after their publication, except in the case of temporary rates, of which shorter notice may be given.

28. Notice of variations

Under Act 46 of Statute Law it is provided that in times of want or necessity, in particular, in case of an extraordinary increase in the price of food from any exceptional cause, railways are obliged to introduce specially low rates for food-stuffs, particularly grain, flour, husk fruits, and potatoes. These rates are fixed by the Crown on the representation of the Federal Council Committee ("Bundesraths Ausschuss") concerned, but the reduced rates must not be less than the lowest rate for raw materials on the railway in question.

This law does not apply to Bavaria. It has not been exercised up to the present, because the railways have voluntarily made reductions in rates in such emergencies.

HOLLAND.

29. How effected

Under Art. 28 of the Railway Law, increases in rates require to be sanctioned by the Minister of Waterways and Works, and, under Art. 30, must be published at least one month before they come into force. With the sanction of the Minister shorter notice may, however, be given.

30. Notice of variations

VARIATIONS, ETC.—*continued.*
Holland—*continued.*

Under Art. 29 of the Railway Law, tariffs may, at any time, be reduced by the State. If, in consequnece of such reduction of tariffs, the net profits of the railway companies are reduced, they receive an indemnity out of the State Treasury. When such a reduction in net profits is obvious, and when an amicable arrangement as to the amount of the indemnity cannot be arrived at, it is settled by a judge. In no case is indemnity awarded to a larger amount than is necessary, in order to bring the net profit of the year or years for which it is demanded up to 8 per cent. of the company's capital.

DENMARK.

31. How effected.

Variations of rates must be sanctioned by the Minister of Public Works.

32. Notice of variations.

When special circumstances do not make an exception necessary, increases in rates can only come into force six weeks after published notice has been given. In the Government's Railway Annual Traffic Report sent to Parliament particulars must be given of all rate alterations which have been made during the year.

AUSTRIA.

33. How effected.

Same general conditions as in Germany. The railway authorities cannot independently determine rates of conveyance and other transport conditions, but are subject to the assent of the State authorities, who, under certain circumstances (not defined), may even order the reduction of tariffs already sanctioned and in force.

34. Notice of variations.

HUNGARY.

35. How effected.

Same general conditions as in Germany.

36. Notice of variations.

The approval of the Minister of Commerce must be obtained before any variation in rates can be made.

EQUALITY OF RATES.

FRANCE.

37. Preferential treatment prohibited.

Article 48 of the Charge Book formally prohibits all kind of private treaties, with two exceptions. Equality of treatment is an absolute rule, which the administration cannot admit to be modified. The company would commit an offence if it violated the rules regarding confirmation of rates, or entered into arrangements contrary to the regularly approved rates. In addition to damages payable to the injured parties, the railway company would be liable to a fine of 1,600-3,000 francs, imposed by Art. 21 of the law of 25th July, 1845. In case of a second offence the fine is doubled, and the court can pronounce imprisonment besides of from three days to one month. The Minister of Public Works has the duty of supervising the exact observation of the rates. He can interfere in case of a complaint of the public founded on a violation of the confirmed tariffs—either by injunctions to the companies, or even in case of resistance, by having summons issued to them.

38. Exceptional treatment in certain cases.

The exceptions referred to above are (1) arrangements between the Government and the railways in the public interest, and (2) abatements granted to the needy.

BELGIUM.

39. Preferential treatment prohibited.

Railways are forbidden to conclude private treaties modifying prices and conditions of tariffs.

40. Exceptional treatment in certain cases.

Reductions in price are, however, authorised when duly published and equally accessible to all on similar conditions and under the same circumstances.

EQUALITY OF RATES—*continued.*

GERMANY.

41. Preferential treatment prohibited.

The same conditions having been fulfilled, tariffs are to be applied to everybody in the same manner. All preferential reductions in price or other favour with regard to tariffs are forbidden, and of no avail.

42. Exceptional treatment in certain cases.

Favourable conditions in the case of consignments for charitable or public objects, and also in the service of the railways, are allowed, with the sanction of the public authorities.

HOLLAND.

43. Preferential treatment prohibited.

Art. 31 of the Dutch Railway Law enacts:

Carriers are bound to convey passengers and goods presented (provided such are not excluded by law) at the rates of the published tariffs and under the conditions laid down in the regulations, without favour to certain persons, associations, enterprises, or bodies. They must not make any special agreement with one or more shippers for transport at a rate lower than that of the published tariff.

44. Exceptional treatment in certain cases.

To this the following exceptions are admissible:—

(*a.*) For the transport of large quantities; (*b.*) in the case of subscriptions for one or more wagon loads; (*c.*) for philanthropic objects and exhibitions.

Carriers must report reductions made in accordance with (*a.*) and (*b.*) directly to the Minister of Commerce, Industry and Waterways. Such reductions apply equally to all goods of the same nature, carried over the same route, and under the same conditions. They are immediately made public by the carriers, and remain in force during the time agreed upon, and announced in the public notice, or in the absence of a stipulated term, from the date of expiration of the one month's notice required in case of alteration of tariffs.

EQUALITY OF RATES—*continued.*
Holland—*continued.*

As regards collection and delivery of goods, special agreements at a lower rate than that of the published general tariff may be made with senders and receivers for the cartage of large quantities or by subscription, provided that under similar circumstances the same favourable conditions are granted to everybody.

DENMARK.

45. Preferential treatment prohibited.

Any private agreement which is made to grant one or more persons a reduction of rates is forbidden, and invalid.

46. Exceptional treatment in certain cases.

On the other hand, reductions in rates are allowed when they are properly published and equally available to everyone under the same conditions.

AUSTRIA.

47. Preferential treatment prohibited.

Tariffs are to be applied to everyone in the same manner, provided that the same conditions be fulfilled in each case.

48. Exceptional treatment in certain cases.

The Deeds of Concession granted to railway companies contain a restriction that in granting reductions of rates, etc., no favouring of individuals may take place, consequently, when a reduction in rates or other advantage is allowed to a consignor or carrier under certain conditions, this reduction or advantage must be allowed to all consignors or carriers who comply with the same conditions.

HUNGARY.

49. Preferential treatment prohibited.

All undue preference is interdicted.

PASSENGERS.

50. Ordinary Fares. The following are the Ordinary Passenger Fares charged in France, Belgium, Germany, Holland, Denmark, Austria, and Hungary.

Country.	Fast Trains. Single. 1	2	3	Fast Trains. Return. 1	2	3	Slow Trains. Single. 1	2	3	Slow Trains. Return. 1	2	3
France.							c.	c.	c.	c.	c.	c.
Unit charge per Km.,	—	—	—	—	—	—	11·2	7·56	4·928	16·8 *	12·096 *	7·8848 *
Belgium.												
Unit charge per Km.,	—	—	—	—	—	—	9·45	6·37875	3·78	15·12	10·206	6·048
Germany (Prussian State).							Pf.	Pf.	Pf.			
Unit charge per Km.,							7·0	4·5	3·0	—	—	—
Excess Fares added to Slow Train Fares for Fast Train conveyance :—	M.	M.	M.									
1 to 75 Km., ..	0·50	0·50	0·2									
76 to 150 Km.,	1·00	1·00	0·50									
Over 150 Km.,	2·00	2·00	1·00				†	†	†			
Holland.							Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Unit charged per Km.,	—	—	—	—	—	—	5	4	2·5	8	6	4
Denmark.							Ore.	Ore.	Ore.			
Unit charge per Km., up to 100 Km., ..	—	—	—	—	—	—	6·8	4·3	2·5	—	—	—
Zone charge for distances over 100 Km..							Kr. Ore	Kr. Ore	Kr. Ore			
101 to 110 Km.,	—	—	—	—	—	—	7 00	4 40	2 60	—	—	—
111 to 121 „	—	—	—	—	—	—	7 60	4 80	2 80	—	—	—
122 to 144 „	—	—	—	—	—	—	8 20	5 20	3 00	—	—	—
145 to 169 „	—	—	—	—	—	—	8 85	5 60	3 25	—	—	—
170 to 196 „	—	—	—	—	—	—	9 50	6 00	3 50	—	—	—
197 to 225 „	—	—	—	—	—	—	10 15	6 40	3 75	—	—	—
226 to 256 „	—	—	—	—	—	—	10 80	6 80	4 00	—	—	—
257 to 289 „	—	—	—	—	—	—	11 45	7 20	4 25	—	—	—
290 to 324 „	—	—	—	—	—	—	12 10	7 60	4 50	—	—	—
325 to 361 „	—	—	—	—	—	—	12 80	8 00	4 80	—	—	—
362 to 400 „	—	—	—	—	—	—	13 70	8 60	5 10	—	—	—
401 to 441 „	—	—	—	—	—	—	14 65	9 20	5 45	—	—	—
442 to 484 „	—	—	—	—	—	—	15 60	9 80	5 80	—	—	—
485 to 529 „	—	—	—	—	—	—	16 70	10 50	6 20	—	—	—
530 to 576 „	—	—	—	—	—	—	17 80	11 20	6 60	—	—	—
577 to 625 „	—	—	—	—	—	—	18 90	11 90	7 00	—	—	—
626 to 676 „	—	—	—	—	—	—	20 00	12 60	7 40	—	—	—
Over 676 Km.,	—	—	—	—	—	—	21 00	13 25	7 75	—	—	—
Excess Fares added to Slow Train Fares for Fast Train conveyance :—	Ore.	Ore.	Ore.									
(*a*) On local journeys in one of the following districts :— (1) Sjaelland-Falstar. (2) Fyn. (3) Jylland.	80	50	30									
(*b*) On journeys outside a single district as well as through connection to and from Foreign Countries.	130	80	50									
Austria.	Heller.	Heller.	Heller.				Heller.	Heller.	Heller.			
Unit charge per Km., Up to 150 Km.,	11·76	7·28	3·92	—	—	—	8·40	5·04	2·80	—	—	—
151 to 300 „	11·536	7·056	3·696	—	—	—	8·176	4·816	2·576	—	—	—
301 to 600 „	11·20	6·72	3·36	—	—	—	7·84	4·48	2·24	—	—	—
Over 600 Km.,	10·752 ‡	6·276 ‡	2·912 ‡	—	—	—	7·392 ‡	4·032 ‡	1·792 ‡	—	—	—

* Stamp Duty of 10c. is charged on Return Tickets value over 10 Fr.

† All German States, except Bavaria and Baden, have 4th class, charged on a basis of 2 Pf. per Km. for conveyance in Slow Trains only—In Bavaria and Baden (where there are no 4th class carriages) passengers are carried in local trains only at 2 Pf. per Km., the rate being known as "Class 3*b*."

‡ Over 850 Km. there are certain unimportant variations.

Ordinary Fares—*continued.*

PASSENGERS—*continued.*

Country.	FAST TRAINS.						SLOW TRAINS.					
	Single.			Return.			Single.			Return.		
	1	2	3	1	2	3	1	2	3	1	2	3
HUNGARY.	Kr.	Kr.	Kr.				Kr.	Kr.	Kr.			
Unit charge per Km.,												
Local zones,												
1. 1 to 10 Km.,	—	—	—	—	—	—	·60	·30	·20	—	—	—
2. 11 to 15 „	—	—	—	—	—	—	·80	·44	·30	—	—	—
3. 16 to 20 „	—	—	—	—	—	—	1·0	·60	·40	—	—	—
Long distance zones,												
1. 21 to 27 Km.,	1·80	1·20	·70	—	—	—	1·50	1·00	·60	—	—	—
2. 28 to 40 „	3·0	2·0	1·20	—	—	—	2·40	1·60	1·0	—	—	—
3. 41 to 55 „	4·50	3·0	1·80	—	—	—	3·60	2·40	1·50	—	—	—
4. 56 to 70 „	6·0	4·0	2·40	—	—	—	4·80	3·20	2·0	—	—	—
5. 71 to 85 „	7·50	5·0	3·0	—	—	—	6·0	4·0	2·50	—	—	—
6. 86 to 100 „	9·0	6·0	3·60	—	—	—	7·20	4·80	3·0	—	—	—
7. 101 to 115 „	10·50	7·0	4·20	—	—	—	8·40	5·60	3·50	—	—	—
8. 116 to 130 „	12·0	8·0	4·80	—	—	—	9·60	6·40	4·0	—	—	—
9. 131 to 145 „	13·50	9·0	5·40	—	—	—	10·80	7·20	4·50	—	—	—
10. 146 to 160 „	15·0	10·0	6·0	—	—	—	12·0	8·0	5·0	—	—	—
11. 161 to 175 „	16·50	11·0	6·60	—	—	—	13·20	8·80	5·50	—	—	—
12. 176 to 200 „	18·0	12·0	7·20	—	—	—	14·40	9·60	6·0	—	—	—
13. 201 to 225 „	21·0	14·0	8·60	—	—	—	16·20	10·80	7·0	—	—	—
14. 226 to 300 „	24·0	16·0	10·0	—	—	—	18·0	12·0	8·0	—	—	—
15. 301 to 400 „	27·0	18·0	11·0	—	—	—	21·0	14·0	9·0	—	—	—
16. Over 400 „	30·0	20·0	12·0	—	—	—	24·0	16·0	10·0	—	—	—

51. Traders' tickets.

There are no traders' tickets (so-called) in France, Belgium, Germany, Holland, Denmark, Austria, or Hungary.

52. Market tickets.

There are no reduced fares in operation for persons attending markets in France, Belgium, Denmark, Austria, or Hungary.

In Germany there are no special fares, but passengers are permitted to take with them, free of charge, in fourth-class carriages (for which the fare is 2 pf. per km.) such market produce as they can carry.

The tariffs obtained in Holland do not contain any information as to market tickets.

53. Workmen's tickets.

FRANCE.

The following are examples of the charges made in France for conveyance of workmen:—

OUEST RAILWAY.

Day return tickets, third class, are issued for workmen, and available for designated trains in the morning and evening:—

Locality.	Distance	Amount.	Ordinary Return Fare for comparison.
	Km.	c.	c.
Rouen and vicinity, ..	6	30	45
	7	30	55
	8	30	65
	9	35	70
	10	35	80
	11	45	85
	13	50	105
	15	50	120
Havre and vicinity, ...	6	30	45
	7	35	55
	8	40	65
	9	45	70
	10	50	80

OUEST RAILWAY—*continued.*

Locality.	Distance.	Amount.	Ordinary Return Fare for comparison.
	Km.	c.	c.
Barentin and vicinity, ..	10	50	80
	13	65	105
	14	70	110
	16	80	125
	20	100	160
	21	105	165
	24	120	190
	25	125	195

In the above cases there is no defined Regulation as to production of Certificate of Employment.

NORD RAILWAY.

Daily return tickets, third class, are issued, available morning and evening by designated trains.

Locality.	Distance.	Amount.	Ordinary Return Fare for comparison.
	Km.	c.	c.
Between Paris and Auber-villiers—la Corneuve ..	7	40	55
Between Paris and Pont-de-Saint—Ouen, ...	8	30	65

In the above cases there is no defined Regulation as to production of Certificate of Employment.

PASSENGERS—*continued.*

FRANCE—*continued.*

Workmen, and other employees in Paris having an income of less than 2,000 fr. per annum, are granted, on production of Way-Book ("Livret"), Employer's Certificate, or Mayor's Certificate, third class weekly tickets on the Nord Railway at the following fares:—

Km.	Fr.
0—5	1·0
6—11	1·40
12—18	2·05
19—25	2·80
26—32	3·60
33—40	4·30

The above tickets are available for one journey out and one in, per day, in specially designated trains.

STATE RAILWAY.

Third class Workmen's weekly tickets, available going to or coming from work, are granted within a radius of 30 km. of Bordeaux, Nantes, Angers, Orleans, Tours, La Rochelle, Rochefort, and Niort at the following prices:—

Km.	c.	Km.	c.	Km.	c.
1	40	11	120	21	190
2	45	12	130	22	195
3	50	13	140	23	200
4	55	14	145	24	200
5	60	15	155	25	205
6	70	16	160	26	210
7	80	17	165	27	215
8	95	18	170	28	220
9	105	19	180	29	225
10	115	20	185	30	230

There is no specific Regulation as to the trains by which the Workmen travel.

The Workmen must prove their occupation by production of their Way-Book ("Livret"), Employer's Certificate, or Mayor's Certificate.

Periodical third class tickets are granted by the State Railway for 1, 3, 6, 9, or 12 months on production of Employer's Certificate to Apprentices and Young Workmen under 21 years of age at 50 per cent. reduction on ordinary periodical ticket fares, which for the under-mentioned distances are:—

—	1 Month.	3 Months.	6 Months.	9 Months.	12 Months.
Km.	Fr.	Fr.	Fr.	Fr.	Fr.
8	12	31	46	58	68
16	20	51	77	99	116
24	26	65	99	126	148

The published Regulations do not contain any restriction as to use of trains or number of journeys per day.

BELGIUM.

The following arrangements as to Workmen's Tickets apply in Belgium. Application for Ticket to be made 8 days in advance at Station of workman's residence and to be accompanied by a certificate from the Mayor or Chief of Police of the District in which the workman resides and by a certificate from the Employer. These Tickets are not available by International Trains or other Trains specially indicated in the Time Table.

BELGIUM—*continued.*

Subscription tickets for *one single journey* per day for distances up to 20 km.:—

Km.	6 Days.	7 Days.	Km.	6 Days.	7 Days.
	c.	c.		c.	c.
1	60	75	11	85	100
2	60	75	12	90	100
3	60	75	13	90	110
4	60	75	14	95	115
5	60	75	15	100	115
6	65	75	16	100	120
7	70	80	17	100	120
8	70	85	18	100	120
9	75	90	19	100	120
10	80	90	20	105	130

Subscription tickets for *one return journey per day* for distances up to 100 km.:—

Km.	6 Days.	7 Days.	Km.	6 Days.	7 Days.
	c.	c.		c.	c.
5	95	115	55	230	270
10	125	145	60	240	280
15	135	160	65	250	295
20	150	175	70	260	305
25	160	185	75	270	315
30	175	200	80	275	325
35	185	215	85	285	335
40	200	230	90	295	345
45	210	245	95	305	355
50	225	260	100	315	360

Subscription tickets for *one return journey* per week for distances up to 375 km.

Examples of charges for specific distances:—

Km.	c.
10	55
36—40	100
86—90	145
136—140	190
186—190	235
236—240	280
286—290	325
336—340	370
371—375	405

GERMANY.

In Germany workmen are carried up to a maximum distance of 50 km. at 1 Pf. per km. (equal one-half of the 4th class fare) with a minimum charge of 10 Pf. for a single journey. There is no information as to restriction in use of trains or production of certificate of occupation.

Weekly return tickets are issued to workmen at the total of ordinary workmen's single fares.

HOLLAND.

No information.

DENMARK.

In Denmark there are no specially reduced fares granted to workmen.

PASSENGERS—*continued.*

AUSTRIA.

In Austria the following arrangements relative to Workmen's Tickets are in operation:—

Workmen carried single journeys, third class, at the following scale, on production of certificate of occupation:—

Km.	Heller.
1—10	13
11—20	26
21—30	40
31—40	49
41—50	62
51—60	75
61—70	89
71—80	102
81—90	111
91—100	125

The Regulations do not contain any restriction as to use of trains.

HUNGARY.

In Hungary, when labourers or workmen present a certificate as to their occupation they are charged half ordinary third class fare, without, so far as is known, any restriction as to use of trains.

CLASSIFICATION OF GOODS.

FRANCE.

54. Arrangement of Classes.

Fast goods include commodities of all kinds.

Slow goods are either by their own nature and specification or by assimilation arranged under the four classes of the tariff book.

The goods named in the tariff book or assimilated are arranged in six series, corresponding to the four classes mentioned above.

The foregoing provisions do not apply to the small-circle railway of Paris, for which special tariffs are fixed.

In October, 1906, the classification consisted of 4,392 items, which were divided as follows:—

Series 1,	1,399 items
,, 2,	839 ,,
,, 3,	977 ,,
,, 4,	713 ,,
,, 5,	373 ,,
,, 6,	91 ,,
Total,	4,392 items

55. Description of Goods in each Class.

The foregoing classification applies to all the large systems ("Grande Reseaux"). Each of the small lines ("Economiques," "D'Interet local," etc.) has a special classification, based in some cases on that for the large railways, but generally much simpler in character.

The following lists give a general indication of the nature of the goods contained in each series:—

Series 1.—Brushes and brooms (hair and feather), new barrels and casks (+50%); fresh butter, biscuits, candles, cauliflowers, sucking pigs, not exceeding 30 kg. each (+50%); fresh flowers (+50%); cheese, fresh fruit, milk, live rabbits (+50%); dead rabbits, fresh bacon, fresh vegetables, fresh margarine, jams, honey, fresh shellfish, eggs, baskets (+50%); buttermilk, plants (+50%); feathers (+50%); sausages, soap, saddlery (+50%); sugar and manufactured tobaccos, cotton and woollen tissues, dead or live poultry (+50%); fresh herrings and woollen goods.

Series 2.—Beer, cabbages, and cabbage plants, agricultural machinery (+50%); hair, ink, hams, raw or carded wool, osiers, sacks, leaf tobacco, and smoked or salt bacon.

Series 3.—Salt butter, beer in casks, carrots, tanned leather, mineral waters, peat fibre, hay (+50%); condensed milk, dried vegetables, salt margarine, turnips, oaten straw (+50%); new potatoes, flax, and grain in sheaf (+50%).

CLASSIFICATION OF GOODS—*continued.*

France—*continued.*

Series 4.—Grain, timber for joinery, hides, raw or salted, with hair on, wheaten flour, salt or pickled herrings, kainit, malt, barley, potatoes, lard, Indian corn, and bran.

Series 5.—Beet root, firewood, pitwood, lime, coke, flagstones, ground bones, sea salt, drain pipes, and sulphate of copper.

Series 6.—Coal, manures, phosphate of lime, sand, superphosphate of lime, turf fuel, peat litter, and basic slag.

BELGIUM.

56. Arrangement of Classes.

Goods are classified as follows:—

Express Goods.—Which include packages of every description and weight to be delivered at domicile by express service. The railways are not, however, bound to carry by express train packages of more than one cubic metre volume or weighing more than 150 kg.

Fast Goods.—Which include packages of every description weighing up to 200 kg. per consignment, unless the sender has asked, in writing, that the goods be carried as express goods or slow goods. With this reservation, oysters, fresh fish, and barm are forwarded as fast goods, whatever may be the weight of the consignment.

Slow Goods.—The general classification divides slow goods into four classes, as under (all undesignated goods being included in Class 1):—

Class 1,	521 items
Class 2,	310 ,,
Class 3,	270 ,,
Class 4,	260 ,,
Total,	1,361 items

57. Description of Goods in each Class.

The following lists indicate the nature of the commodities included in each of the four classes:—

Class 1.—Alcohol (in casks), brooms (hair), butter, biscuits, candles, boots and shoes, empties (returned), jams and preserves, cream, hair, leather (tanned), ink (in barrels), tissues, cotton, wool, linen, and silk; cheese, fruits (fresh, homegrown), oysters, hams, milk, rabbits (live or dead), bacon (fresh), bacon (salt), flax (carded or combed), margarine, honey, eggs, barley (pearl), feathers (in bales), fresh fish, sacks (empty, new), lard, soap, saddlery, pigs' bristles, spirits in casks, tobacco leaves (packed) barrels (empty wooden), poultry (dead) and poultry (live).

Class 2.—Hides (salted), mineral waters, herrings (salt), herrings (pickled), vegetables (fresh homegrown), osiers (peeled), skins (sheep, etc.), plants, fish (salt), apples (fresh), and sacks (empty used).

Class 3.—Oats, brushes, brooms, beer in casks, grain, timber for buildings, cereals, cabbages, flagstones, flour, green fodder, agricultural seeds, Indian corn, malt, barley, osiers (not peeled), straw in bales, stones for building, potatoes, rye, and bran.

Class 4.—Beet roots, firewood, pitwood, bricks, turf briquettes, carbonate of lime, coal, lime for manure, manures (including phosphates); hay, ice, flax stalks, peat litter, basic slag, turnips, bones (ground), phosphate of lime, stones (rough), sand, salt, suet (in sacks), turf, cattle cake, and drain pipes.

GERMANY.

58. Arrangement of Classes.

Goods are classified as under in nine classes and three sub-classes:—

Express Goods.—Comprising commodities of every description, and without limitation as to weight.

Fast Goods.—Ordinary (all goods not in special tariff).

Special tariff for certain fast goods (nine items).

Slow Goods.—Ordinary parcels (all goods not in special tariff).

Certain Parcel Goods.—Special tariff (twenty-eight items).

Wagon Loads.—Four main classes as under:—

Class B.—All goods not in special tariffs, I., II., or III.

Special Tariff I.,	96 items	Minimum weight, 10,000 kg. per wagon
Special Tariff II.,	97 items	
Special Tariff III.,	207 items	

CLASSIFICATION OF GOODS—*continued.*

Germany—*continued.*

Three sub-classes to above main classes, as under:—

Sub-class A1 (sub. to cl. B.), Sub-class A2 (sub. to S.T. I. & II.) Sub-class Special Tariff II. (sub. to S.T. III.)	Minimum weight 5,000 kg. per wagon.

59. Description of Goods in each Class.

The following lists indicate the nature of the goods in restricted classes:—

Special tariff for certain fast goods.—Berries of all kinds, butter, buttermilk, field or garden produce (including roots), fresh vegetables, fresh and salted herrings, skim milk, fresh fruit, and plants.

Special tariff for certain slow parcel goods.—Manures, cattle feeding stuffs, grain, lime (for manure), potatoes, Indian corn, seeds, blacking, and peat litter.

Special wagon load tariff, Class I.—Hides and skins, fresh vegetables, grain, timber, calcium carbide, Indian corn, Indian meal, malt, mineral waters, rice, seeds, blacking, and starch.

Special wagon load tariff, Class II.—Field and garden produce, broken flax, hemp, hops, jute, paper, stones (worked), and hair (cleaned).

Special wagon load tariff, Class III.—Trees, shrubs, etc. (unpacked), manures, ice (in covered wagon), barrels (new wooden), raw flax, hay, lime (for manures), potatoes, hoofs, bones, coke, baskets (new), creosote, rags, bentwood furniture, cane, used sacks, salt, slates, basic slag, stones (rough), straw, tobacco juice, hair (uncleaned), earthenware goods, peat litter, turf, and cement.

HOLLAND.

60. Arrangement of Classes.

Fast goods are classified in same way as slow goods, but charged *double* the slow goods freight *according to class.*

Slow goods are divided into seven classes, viz.:—

Slow Parcel Goods—Ordinary	*i.e.*, all goods under 5,000 kg., unless that weight in wagon-load class is cheaper.
Slow Parcel Goods—Exceptional	*i.e.*, certain goods marked X in classification under 5,000 kg., 106 items in all, i.e., 4 in Class B, 3 in Class C, 99 in Ex. tariff 2.
Slow Wagon-load Goods.	Class A. (Min. weight 5,000 kg.) All goods not in Class B, Class C, or Ex. Tar. 2.
,, ,,	Class B. (Min. weight 5,000 kg.) No. of items, 334.
,,	Class C. (Min. weight 10,000 kg.) No. of items, 198. Note—Charged Class B in less than 10,000 kg., unless latter charge is lower.
,, ,,	Exc. Tariff No. 1—Light and bulky goods, 107 items.
,, ,,	Exc. Tariff No. 2—Certain specified goods, 143 items.

61. Description of Goods in each Class.

The following lists indicate the nature of the goods contained in each limited class:—

Small consignments in exceptional tariff class in lots under 5,000 kg.:—Grain (oats, barley, wheat, Indian corn, rye, and rice), grain products and offal (oatmeal, meal, all kinds, bran, and chaff), draff and grains, potatoes (fresh and dried), beans, peas, turnips, vetches, and vegetable roots, seeds (grass hemp, clover, turnip, cabbage, and flax), feeding cakes, common ploughs, harrows, reaping and other agricultural implements and tools.

Slow wagon-load goods, Class B.—Brooms, butter, drain pipes, eggs, hay, hides, margarine, tiles, timber, fat, flagstones, &c.

CLASSIFICATION OF GOODS—*continued.*

Holland—*continued.*

Slow wagon-load goods, Class C.—Alkali, beer, beetroot, cement, Chili saltpetre (manure), coke, hair for manure, phosphates (manure), basic slag, pitwood, stone, coal, turf, peat litter, &c.

Slow wagon-load goods, Exceptional Tariff No. 1—Fresh flowers, growing trees, growing plants, hemp, hops, agricultural machines, furniture, straw, empty wooden barrels, feathers, wool, &c.

Slow wagon-load goods, Exceptional Tariff No. 2—Potatoes, apples, berries of all kinds, orchard fruit, barley, fresh vegetables, oats, chaff, cabbages, Indian corn, malt, rice, rock salt, ice, roots, sea salt, &c.

DENMARK.

62. Arrangement of Classes.

On the State Railway goods are divided into seven classes as under:—

Express goods (all kinds).

Fast goods (all kinds).

Ordinary slow goods—Small consignments under 400 kg.

Ordinary slow goods—reduced—small consignments over 400 kg.

Slow wagon-load goods—Ordinary, all goods not in rates 5 and 6,	Whole wagon-loads. Minimum 7,500 kg. for large wagon. Minimum 5,000 kg. for small wagon.
Slow wagon-load goods, special (Rate 5),	do.
Slow wagon-load goods, special (Rate 6),	do.

63. Description of Goods in each Class.

The following lists indicate generally the nature of the commodities in wagon-load goods special tariffs:—

"Rate 5."—Bone ashes, concrete, tow, grains, cement, drain pipes, artificial cattle-feeding stuffs (*i.e.*, cake, &c.), glass ware (hollow), straw for paper-making, cabbage heads, lime, rags, corn goods and mill manufactures (including wheat, rye, barley, Indian corn, oats, vetches and peas, malt, flour and bran), potters' ware and brick-manufactory products (including china, delft-ware, crockery, majolica, terra-cotta), root fruits (turnips, potatoes, onions), slates, building stone, marble slabs, timber for building, &c., pitwood, wood pulp (for paper-making), willows, compressed peat fuel, wood-wool, oakum, &c.

"Rate 6."—Bones, fresh fodder crops, cullet, manures (natural and artificial), straw, hay, seaweed, chaff, heather, leaves, moss, rushes, ice, porcelain, sand, brick dust, mollusc shells, rough stone, paving stones, fire brick, tiles, clinkers, common bricks, coal, coke, cinders and ashes, sugar beets and refuse, and tops of same, twig firewood, unpeeled willows, used empty barrels, turf, peat litter, and turf mould.

AUSTRIA.

64–5. Arrangement of Classes and description of Goods in each Class.

The following classification applies:—

Express Goods.

All goods coming under definition of "fast goods" when carried by request of owner and consent of railway by express trains.

Fast Goods.

1. Ordinary fast goods, *i.e.*, those not included in Classes 2 to 5 hereunder:—

2. Reduced fast goods consisting of 51 commodities, such as beer, eggs, lard, butter, margarine, bacon, hams, sausages, tallow, fresh and salted fish, fresh meat, meat goods, vegetables, grain samples, yeast (liquid and solid), honey, potatoes, peas, malt, milk, cream, whey, mineral waters, cider, fresh fruit, forest and fruit trees, soda water, dead animals, pottery, game, &c.

3. Specially reduced fast goods, comprising certain empty used packages, such as barrels under 8½ hectolitres capacity, boxes and crates taken to pieces, packing frames in bundles, coops, baskets, lath and poultry baskets, card-board boxes, &c.; also cases or baskets containing other empty used packages or packing materials.

CLASSIFICATION OF GOODS—*continued.*

Austria—*continued.*

4. Ordinary fast goods when consigned in lots up to 50 kg. and 10 packages per way-bill.

5. New and old sacks of all kinds and used milk vessels.

Slow Goods.

Class 1 (normal class), ...	–	–	–	14 items.
Class 2, ...	–	–	–	620 items.
Wagon-load Classes A., B., and C.	A. 544	B. 122	C. 192	858 items in all.
Wagon-load Special Tariffs, 1, 2, and 3, ...	1. 10	2. 14	3. 17	41 items in all.
Bulky Goods, ...	–	–	–	37 items.
Total, ...	–	–	–	1,570 items.

The following lists indicate the nature of the goods contained in each of the slow goods classes:—

Class 1.—Wool, garden furniture, boats, &c.

Class 2.—Trees, berries, brooms, beer, brushes, manures, eggs, barrels (empty wooden), fats, fresh fish, dried fish, broken flax, cattle feeding roots, vegetables, hemp, herrings (fresh and salt), timber, cheese, candles, bones, rags, malt, agricultural machinery, milk, mineral waters, furniture, fruit, paper, cane, seeds, basic slag, coal (under five tons), blacking, soap, starch, stones, tobacco (raw), dead meat, hair, turf, peat litter, wool (also Cl. I.), cement, tiles.

Wagon-load, Class A.—Berries (fresh and dried), brooms (S.T., 2), beer, brushes, manures, eggs, fish (dried), flax, raw (also "bulky"), roots (cattle feeding), vegetables, grain (S.T., 1), hemp, herrings, (fresh), hay and straw (also "bulky"), timber, bones, rags, milling products (S.T., 1), malt (S.T., 1), agricultural machinery, mineral waters, furniture, fruit, oilcake, paper, rice (S.T., 1), sacks (new), seeds, (S.T.), basic slag, blacking, coal (min. five tons), soap, whiskey, starch (S.T.), stones, tobacco (raw), dead meat, hair, turf, peat litter (S.T., 3), wool, cement, and tiles.

Wagon-load, Class B.—Vegetables, agricultural machinery, stones, and hair.

Wagon-load, Class C.—Barrels (empty wooden), flax (raw), roots (cattle feeding), hemp, timber, bones, rags, oilcake, basic slag, cement, tiles, and coal.

Wagon-load, Special Tariff No. 1.—The following goods in 10-ton lots:—Grain, husk fruits, milling products, malt, cattle cake and oilcake meal, oil seeds, rice and starch.

Wagon-load, Special Tariff No. 2.—The following goods in 10-ton lots:—Brooms made of brushwood, barrel hoops, and timber roughly cut.

Wagon-load, Special Tariff No. 3.—The following goods in 10-ton lots:—Brewery refuse, ice and snow, sand, ores, saw-dust, slag, stones, turf, and peat litter.

Bulky Goods.—Pictures in frames, bark in lots of less than five tons, tubs in lots under five tons, and not placed one inside the other, bicycles, flax (raw), in lots under five tons, hollow glass ware in lots under five tons, hats, cardboard boxes, perambulators, boxes, crates, baskets in lots under five tons, plants, shrubs, flowers, millinery, wadding, handcarts, and hay and straw in lots under five tons.

HUNGARY.

66. Arrangement of classes and description of goods in each Class.

The Austrian classification applies in Hungary for all normal tariffs, except on one or two small local lines.

CALCULATION OF FREIGHT CHARGES.

FRANCE.

QUICK (OR FAST) TRANSIT.

("*Grande Vitesse.*")

67. Conditions of transit.

The Regulations as to Registration of consignments, minimum distance charged for, unit of money in calculating freight charges, minimum charge per consignment, and additional charge for bulky goods, are precisely the same as for slow transit, shown hereafter.

68. Unit of weight.

Packages weighing up to 5 Kg. are charged as 5 Kg., packages from 5 Kg. to 10 Kg. are charged as 10 Kg., and packages exceeding 10 Kg. are charged per indivisible 10 Kg.

69. Bases of ordinary and special tariffs.

Goods and Merchandise (*certain Food Commodities excepted*) sent by quick transit on all large railways, including the State line, are rated irrespective of their nature in so far as they do not contain money, securities, or artistic objects, for which there is an *ad valorem* tariff, according to the following bases:—

1.—Consignments not exceeding 40 Kg.

Up to 200 Km. Fr. 0·35 per tonne per Km.	Inclusive of loading and unloading.
200 to 300 Km. Fr. 0·32 per tonne per Km.	
300 to 400 Km. Fr. 0·31 per tonne per Km.	
400 to 800 Km. Fr. 0·30 per tonne per Km.	
800 to 1,000 Km. Fr. 0·28 per tonne per Km.	
Over 1,000 Km. Fr. 0·25 per tonne per Km.	

In no case may the charge exceed that of a consignment weighing more than 40 Kg.

2.—Consignments weighing more than 40 Kg.

Up to 100 Km. Fr. 0·32 per tonne per Km.	Exclusive of loading and unloading.
100 to 300 Km. Fr. 0·30 per tonne per Km.	
300 to 500 Km. Fr. 0·28 per tonne per Km.	
500 to 600 Km. Fr. 0·26 per tonne per Km.	
600 to 700 Km. Fr. 0·24 per tonne per Km.	
700 to 800 Km. Fr. 0·22 per tonne per Km.	
800 to 900 Km. Fr. 0·20 per ton per Km.	
900 to 1000 Km. Fr. 0·18 per tonne per Km.	
1000 to 1100 Km. Fr. 0·16 per tonne per Km.	
Over 1100 Km. Fr. 0·14 per tonne per Km.	

Provisions (excepted from above tariffs) as follows:—Butter, beer, cider, vinegar, wine, mushrooms, pork, butcher's meat, preserves, fresh shell fish, gherkins, crabs, shrimps, crayfish, lobsters, rocklobsters, edible snails, cheese, lemons, strawberries, olives, oranges, raisins, and such fruits; dead game, ice for refrigerators, margarine, lard, fresh suet, herrings, oysters, milk (except as specially provided hereafter), vegetables, barm, melons, eggs, bread, pastry, fish, live turtles, vintage in tubs or casks, meat and dead poultry, and live animals, viz:—lambs, quails, kids, guinea pigs, sucking pigs (not exceeding 30 Kg. each including packing), rabbits, pigeons, and poultry.

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

1.—In consignments not exceeding 40 Kg.

The rates fixed for ordinary Quick Goods and Merchandise apply, but with the proviso that the charge shall not be greater than that made under the following tariff for a consignment of more than 40 Kg. of *provisions.*

2.—Consignments weighing more than 40 Kg.

Up to 100 Km. Fr. 0·24 per tonne per Km.	Exclusive of loading and unloading.
100 to 300 Km. Fr. 0·225 per tonne per Km.	
300 to 500 Km. Fr. 0·21 per tonne per Km.	
500 to 600 Km. Fr. 0·195 per tonne per Km.	
600 to 700 Km. Fr. 0·18 per tonne per Km.	
700 to 800 Km. Fr. 0·165 per tonne per Km.	
800 to 900 Km. Fr. 0·15 per tonne per Km.	
900 to 1000 Km. Fr. 0·135 per tonne per Km.	
1000 to 1100 Km. Fr. 0·12 per tonne per Km.	
Over 1100 Km. Fr. 0·105 per tonne per Km.	

The foregoing rates apply to Consignments over 40 Kg. even though composed of separate packages from one sender to one consignee, but articles from carrying agents must be united in one package.

In addition to the above rates the railways have in operation special quick transit tariffs for a number of commodities, including provisions, fish, and returned empties for *interior distribution,* and provisions, fruit, vegetables, and cut flowers *for export.* Where such tariffs are used for comparison with Irish rates, full particulars of the relative conditions will be shown.

SLOW TRANSIT.

(*"Petite Vitesse."*)

70. Rate for parcels of slow Goods under 40 Kg. in weight

Packets and parcels of slow goods traffic weighing singly 40 *Kg. and under* are charged on all large railways except the State line at a uniform rate of 0·25 franc per tonne per Km. whatever be the series to which they belong, but in no case must the charge be higher than that at ordinary tonnage rate for a consignment of the same nature weighing more than 40 Kg. On the State railway there is a special scale under which the charge per tonne per Km. is the same as above for distances up to 54 Km., but decreases thereafter as the distance increases.

The difference is as under for specific distances up to 800 Km.:—

State Railway.		All other large Railways.
Km.	Per Tonne.	Per Tonne.
54	13·50	13·50
100	24·00	25·00
200	44·00	50·00
300	60·00	75·00
400	79·80	100·00
500	100·00	125·00
600	120·00	150·00
700	140·00	175·00
800	160·00	200·00

The rates of ordinary tariffs (general or special) are applicable to all packages or parcels, *even when packed separately,* when they form part of consignments weighing together more than 40 Kg. sent by one consignor to one consignee. Carriers, carting contractors, and other transport agents cannot obtain the benefit of ordinary tariffs for small packages under 40 Kg. each unless they are included in a single parcel exceeding that weight.

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

71. Parcels of Slow Goods in different series

Every parcel or package weighing more than 40 Kg. and containing goods in different series is charged at the rate of the highest series unless the consignor declares the nature and weight of the objects conveyed, in which case these goods are charged separately according to whatever series they belong.

72. Unit of weight and minimum charge for Slow Goods.

The rates for packages both under and over 40 Kg. in weight are charged per indivisible fraction of 10 Kg., and whatever be the distance carried the minimum charge is fixed at 40 c. per consignment, inclusive of loading, unloading, and station charges.

73. Bulky Goods.

Provisions (*i.e., foodstuffs*) and objects not mentioned by name in the tariff book and not weighing 200 Kg. below the volume of 1 cub. metre are rated at one-half more than the charges fixed by the general tariff, according to the series of the said tariff to which these objects belong, provided that the rate in no case shall be higher than that which would result from the application of the simple tariff to the fictitious weight calculated at 200 Kg. per cubic metre. When these provisions and objects are mentioned by name in a special tariff the rates of that tariff are applicable without addition unless there be an express indication to the contrary. The additional tax is, moreover, not applicable to parcels under 40 Kg. charged at the exceptional tariff indicated therefor. Goods subject to be charged one-half more than ordinary rate are marked with an asterisk in the general classification.

74. Articles of unusual length, dimensions or weight.

The general rule is that articles exceeding 3,000 Kg. to 5,000 Kg. are charged tariff rate plus 50 per cent., and these from 5,000 Kg. to 20,000 Kg. are charged double freight. In masses from 10,000 Kg. to 20,000 Kg. the minimum freight is 25 c. per Km. 20,000 Kg. is the maximum weight accepted by the railways, and articles exceeding the normal size of carrying stock (6·50 metre long by 2·80 metre wide) are accepted only under special arrangement. On the Nord line the charges are:—

(1.) For weight not exceeding 10,000 Kg. and length not exceeding 7½ metres, freight as on ordinary consignments at general or special tariffs.

(2.) For weight exceeding 10,000 Kg. and lengths from 7½ to 30 metres, freight at (*a*) rates for consignments in incomplete loads with a minimum charge of 20c. per Km. and per indivisible 7½ metres length, or (*b*) at rates of general or special consignments in complete wagon loads with minimum of 5,000 Kg. per 7½ metres for rates of complete wagons of 5,000 Kg., of 10,000 Kg. per 7½ metres for rates of complete wagons of 10,000 Kg., of 20,000 Kg. per 15 metres for rates of complete wagons of 20,000 Kg.

75. Registration.

A charge of 10c. per consignment is made for registration, but when goods are carried over several railways this charge is made once only.

76. Transhipment and transmission.

At junction stations of one railway with another railway owned by a different company with which the exchange of rolling stock is possible, a charge of 40c. per ton is made, applicable per indivisible fraction of 10 Kg. and to be evenly divided between the two companies upon goods forwarded from one line to the other. This fee is not charged at points of junction with private sidings.

When transhipment of goods is made between two lines where exchange of rolling stock is impossible, there is charged, instead of the fee of 40c. named above, a fee of 70c. per ton applicable per indivisible fraction of 10 Kg., and to be apportioned as follows:—40c. station charges to be divided equally between the two companies, and 30c. to the company that does the transhipping. In the absence of provisions to the contrary in the Deeds of Concession, no transhipment fee is chargeable at the points of junction of lines between which rolling stock cannot be exchanged when these lines are worked by the same company or the same concessionaire. Such an exception has been made in the case of certain narrow-gauge lines conceded to the Orleans Company, where a charge of 5c. has been authorised for consignments not exceeding 1,000 Kg. and of 5c. per 1,000 Kg. or part for consignments exceeding 1,000 Kg. Consignments not exceeding 40 Kg. in weight are, in all cases exempt from transmission and transhipment fees.

77. Minimum distance charged for.

The minimum distance charged for is 6 Km., and every fraction of a Km. is reckoned as a full Km.

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

78. Unit of money calculation.

In calculating the charge on a consignment of goods taxed at the same unitary rate the amount is arrived at by rounding off the figures to the 5*c.* above when the fraction amounts to 2½*c.*, and to the 5*c.* below when it is under 2½*c.* If a consignment comprises goods charged at different unitary rates, the cost is rounded off separately for each of the rates.

79. Special Goods tariffs.

The eight large railway systems have in operation 29 special goods tariffs, each of which applies to various kinds of merchandise classified under a generic heading. This classification is as under (omitting No. 1, which applies to animals):—

No.
2. Grain, flour, seeds, vegetables (dry), food pastes, potatoes.
3. Provisions, fruits, vegetables (green), dairy produce.
4. Sea water, rock salt, sea salt.
5. Beet root, sugar, molasses, dextrine glucose, syrup.
6. Beverages.
7. Fuel (coal, &c.).
8. Charcoal, firewood and peat.
9. Timber for construction.
10. Lime, cement, and plaster.
11. Building materials.
12. Stone and earth used in arts and industries.
13. Minerals.
14. Metal manufactures.
15. Resin, pitch, mineral oils, and combustible liquids.
16. Fats and their derivatives.
17. Dyeing materials.
18. Chemical products.
19. Paper, cardboard, and materials for manufacturing them.
20. Tissues and textiles (linen, woollens, &c.).
21. Pottery and glass ware.
22. Manures and fertilisers.
23. Trees and shrubs (live), hay, fodder, straw, &c.
24. Furniture, manufactured objects, &c.
25. Empty packages.
26. Empty packages returned.
27. Animal refuse and accessory products.
28. Contractors' materials for railways and tramways, vehicles, etc.
29. Objects of abnormal dimensions, goods in owners' wagons, exhibits for agricultural shows, exhibitions, &c.
30. Export and seaport traffic.

Of the above special tariffs eighteen (Nos. 2, 3, 6, 7, 9, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 27) are each sub-divided into five distinct tariffs applicable respectively to

(*a.*) Local traffic on each railway;

(*b.*) Through interior traffic between the large French railways;

(*c.*) Through interior traffic with foreign railways and navigation companies;

(*d.*) Export and "transit" (*i.e.*, through intermediate) traffic carried on French railways;

(*e.*) Export and "transit" traffic through booked with foreign railways and navigation companies.

In five of the Special Tariffs (Nos. 4, 5, 10, 11, and 15) the sub-division marked "c" above is omitted, in two (Nos. 26 and 28) the sub-division marked "e" is omitted, and in two (Nos. 8 and 25) the sub-divisions "c" and "e" are both omitted.

In all special tariffs substantial reductions are made, especially for consignments in wagon loads or larger quantities. In cases where such tariffs are used in comparison with Irish rates, full details will be shown.

80. Request for Special tariff.

Every consignor wishing to benefit by a special tariff, whether "internal" or "common" (*i.e.*, "local" or "through"), must make a request to that effect on his consignment declaration, either by explicit declaration of the tariff to be applied or by one of the following entries:—"special tariff," "reduced tariff," or "lowest tariff," with or without indication of the route to be followed. Any one of these entries indicates acceptance by the consignor of all the conditions implied by the tariff to be used. It entails on the carrier or carriers the obligation of

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

applying for the entire journey the lowest total rate, consolidating if necessary at one or several points, the special tariff rates (local or through) either with each other or with those of the general tariffs, when there is no clause to the contrary, conforming on each system to the special tariff regulating the conditions of consolidation, as well as the following provisions:—If the consignor after making one of the entries as to special tariff indicated above, indicates a route to be followed, the forwarding station will apply the lowest tariff in connection with that route. If the consignor does not indicate a route the forwarding station must select, even outside its own system, and, if necessary, by a roundabout way, the route most economical for the consignor. In default of an entry requesting any special tariff, the goods are forwarded at the rates and conditions of the general tariffs. (*See "Soudure" Tariffs, referred to hereafter.*)

81. Increased rates for certain Goods under Special tariffs.

The transit rates in the special tariffs, local or through, for goods coming under the category given below are only applicable when increased by the percentage indicated for each of them in the following table. No increase is, however, applied when these goods are destined for export or are travelling with an international way-bill under the terms of the Convention of Berne.

The rates of special tariffs subject exclusively to the conditions of the general tariffs are likewise exempt from any increase. The list of goods subject to increase includes the following:—

	Increase per cent.
Bottles, empty, with or without metallic corks, not packed,	2
Mineral waters in demijohns or carboys,	2
Earthenware, packed or not,	2
Plate glass, with or without silvering,	3
Rough plate glass, unpolished,	3
Animal oils not named,	2
Vegetable oils not named,	2
Agricultural implements and machinery *without* the packing provided for in the special tariffs,	1
Machinery and mechanical apparatus, *without* the packing provided for in the special tariffs, except the following:—Weighing machines, concrete machines, turn-tables, hydraulic lifts, excavators not running on rails, portable forges, and mortar mills, packed or not,	3
Nitrates and Azotites in demijohns and carboys,	2
Eggs in baskets,	3
Eggs in cases,	2
Pottery, common, stoneware, or terra cotta, *without* the packing provided for in the special tariffs,	2
Tissues and cloth, not named, unpacked,	3
Window glass,	3

82. Accessory charges on special tariff Goods.

Accessory charges for handling, transhipment, transference, and cranage are added to the rates given in the tables and to the exceptional rate of special tariffs if there be nothing to the contrary in the said tariffs. When through tables of rates or fixed rates are applied to goods carried over more than one railway, unless there be a stipulation to the contrary in the tariff, no charge for transmission is made at the points of junction connecting the railway systems participating in these through tables of rates or fixed prices. When the rates of a special tariff comprise loading and unloading and station charges, or only station charges, or when in accordance with the stipulations of the tariff, nothing is added to these rates for loading, unloading, and station charges, no transmission fees are charged for the benefit of the railway or railways, parties to the rate, at a point of junction with another railway which is not a party to the rate for goods coming from or going to that other railway, but nothing is deducted from the rate of the special tariff. When the special tariff stipulates the addition to the rates of a kilometric table, of accessory fees, fixed at the total sum of 1·50 fr. per ton, *i.e.*, station and handling charges, one half of these accessory fees is deducted at each point of

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

junction with another company which does not participate in the tariff, and one-half of the transmission fee is charged for the benefit of the company or companies participating in that tariff.

83. Incomplete loads, surplus weight and minimum weight of special tariff Goods.

Every consignment, the weight of which is less than the prescribed minimum either per consignment or per wagon load required by the special tariff, is rated according as it is more advantageous to the consignor either at the rate and minimum weight of that tariff or according to the general or special tariffs of each company. For special tariffs applicable with a minimum tonnage per wagon, when a consignment exceeds the minimum weight it is charged at the rates of the special tariff if it can be loaded into a single wagon. When it cannot be so loaded the surplus weight to be loaded in another wagon is, if less than the minimum fixed per wagon, charged as for an incomplete load. The minimum weight per full wagon or per consignment may be comprised of goods coming under the same tariff or under different tariffs, with the same tables of rates or same exceptional rates, provided these goods be subject, by the said tariffs, to the same special conditions, that they be forwarded by the same consignor to one and the same consignee, and that they are incapable of injuring or damaging each other by contact. An exception to this regulation is made on the Nord and Est Railway systems, inasmuch as the minimum weight per wagon may be made up of goods, some of which, under the terms of the tariff, must be loaded and unloaded by consignors or consignees and the others by the railway company, on condition that the loading of the full wagon shall be effected by the consignor direct from cart to train, and the unloading by the consignee direct from train to cart within the shortest period allowed by the tariff for any of the goods composing the consignment. Nevertheless, when it is of advantage to the public, the rate is calculated for each kind of goods either at the rate of the general tariff on the actual weight or at the rate of the special tariff on the minimum weight fixed for the application of that tariff. A full wagon load may also be made up of goods of all kinds (excepting valuables, dangerous goods, and certain drapery goods), in which case loading must be effected by consignor directly from cart to train and unloading by consignee directly from train to cart, and the rate is calculated on the Nord system at the rates of table I, with a minimum of 5,000 Kg. per wagon or paying for that weight.

Under the same conditions the minimum weight may be made up on railway systems other than the above, of goods belonging to different tables of rates or exceptional rates, if payment is made as if the total weight were exclusively made up of the goods rated highest.

84. Exhibits for Agricultural Shows and Official Exhibitions.

On the Nord Railway objects and produce conveyed for exhibit pay full rate on outward journey and are carried free on return journey within fifteen days from close of show, etc., on payment of registration fee and receipt stamp plus ordinary expenses of loading and unloading prescribed in the tariff. Return may be effected in portions. Consignors must produce railway receipts showing they paid full freight on forward journey. In case of exhibits of a perishable nature which cannot be returned, a refund of 50 per cent. of the full forward freight is made any time within two months of close of the Show and on production of the railway receipt and a certificate from the President of the Show that the exhibits were not sold or re-forwarded to another Show.

85. Special tariff bulky Goods.

In cases where goods not weighing more than 200 Kg. per cubic metre volume are named in a special tariff, the rates of that tariff are applicable without addition provided there be no expressly formulated indication to the contrary.

86. General regulations relative to special tariff Goods.

The application of the special tariffs is subject to the conditions of the general tariffs of each company in everything which is not contrary to the foregoing general regulations and to the conditions expressly indicated in the tariffs themselves.

87. Through interior rates for special tariff Goods.

When a through tariff stipulates the application of a table of rates, the charge is calculated by the shortest route as resulting from the current edition of the distance table from system to system, the drawing up of which has been approved by Ministerial Decree, provided that this itinerary employs exclusively the lines of railways participating in the tariff. Otherwise the rates fixed by the table are calculated according to the length of the most direct route obtained from the table of distances belonging to each of the participating railways, including the Circle Railways of Paris if necessary, and in the latter case by the shorter route, *via* Inner or Outer Circle. As regards the Nord and Ouest Railways, the distance to be taken as a basis for the calculation of rates are the actual distances.

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

88. Intermediate Stations.

Goods sent under the terms of an ordinary special tariff, whether local or through, to or from a station not named, but intermediate between two stations named, will enjoy the benefits of the said tariffs on paying for the entire distance comprised between the first station named which precedes the forwarding station and the first station named which follows the station of destination, if the rate thus calculated is more advantageous to the consignor than that of the general or special tariffs of each company. Goods forwarded under the terms of special export tariffs, through or not, by a French station, not named, but intermediate between two points named, may profit by the rates of these tariffs by paying for the distance between the named point which precedes the forwarding station and the frontier port or point whence export is effected, if the rate thus calculated is more advantageous than that of the general or special tariffs of each company. Only the stations situated on the shortest route between each of the named stations and the points of transit indicated in the tariff are considered to be intermediate stations between two stations named. Nevertheless (with a few exceptions) stations in Paris situated on the most direct route between forwarding station and station of destination by way of the Inner Circle of Paris are treated as intermediate even though conveyance between two named stations is by way of the Outer Circle of Paris. When a through tariff stipulates the application of a table of rates for consignments between any station of a system and any station of another system conditional on the journey taking in the two systems the above clause will apply as if each of the stations of these two systems were designated for its connection with each of the stations on the other system.

89. "Soudure" tariffs.

In the case of transport from point to point, over a line of which an intermediate section, or sections, enjoys a fixed price, the lowest rates applicable to the various sections of the journey are, in throughout transit, simply added together without the addition of accessory charges. This is called "Soudure." Soudure is applied in order to avoid the trouble and expense incident to re-forwarding, and is now common to all French lines. It is subject to a fee of 40 centimes (station charges) on the Orleans and Midi systems, but is effected free of charge on other lines. At the junction of two systems the soudure of their internal tariffs, whether mileage scales or fixed prices, is obligatory on the companies, in virtue of the clause in the charge book which ensures continuity of transport. A transmission fee is added to the combined rates. In some cases, however, where the companies grant reduced rates, soudure is expressly forbidden. Even re-forwarding is sometimes prohibited when it would cause traffic to leave its ordinary channel. But, as a rule such exceptions are rare, and it may be said that in France to-day *Soudure is the general rule.* The question as to whether Soudure should be automatically applied by the companies or only on special request of the sender is a delicate one. In the case of consignments travelling over only one railway system, the request made for "special tariff" or "reduced tariff" is sufficient to oblige the companies to ascertain the route most advantageous to the consignor, and to make, automatically, the soudure of tariffs which gives the lowest rates. For transport over several systems the question is more complex, as the officials at each station cannot know the tariffs of neighbouring lines as well as they do those of their own. The companies do not, therefore, take the entire responsibility of selecting the most advantageous route. The publications issued also vary very much, and in some cases certain tariffs are not applied unless the consignor gives their actual distinguishing number.

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

Within a recent period the large companies have accepted the obligation to automatically direct through consigned goods into the most economical channel, provided that a request is made simply for the most reduced tariff, but the company receiving the goods from the sender will not be responsible for errors in the choice of route, unless there has been a "grave fault" on its part.

The application of "Soudure" has a special significance in its relation to the formation of "Penetration Rates" (*i.e.*, International Import Rates) for commodities which are likely to come into competition with French products in home markets. Formerly the railways held that they did not violate any principle when the *total* freight on foreign products from point of origin to the consuming centre in France remained higher for foreign than for French products. This omitted from consideration the difference that might exist in the economic conditions of production in the different countries, and in endeavouring to develop their import traffic the railways upset the economic equilibrium by annihilating almost totally the effect of difference in distance. To obviate this result international rates are at present as a general rule formed on the "Soudure" principle, that is, they are nearly always made up of the total of the home rates of the countries concerned. In this way foreign goods pay from the French port or frontier as much as similar French goods carried like distance within the country. Exception is, however, made when it is deemed expedient to effect special reductions in order to obtain reciprocal treatment for exportation of French products or to bring in raw materials, and particularly when such reductions are necessary on the part of the French railways to enable them to meet outside competition arising chiefly from irregular boat services which carry at very low freights. In Conventions dated 1883 the French railways admitted the right of the Minister of Public Works to suppress tariffs favouring foreign products.

The following are the conditions of "Soudure" of rates on the Nord Railway:—(1) Each rate for part of the journey is calculated separately in accordance with its special conditions, having regard, if necessary, to the minimum of distance, weight, and amount charged. (2) Accessory fees are collected at the stations of departure and arrival, and at junctions with other lines in accordance with the tariffs applied. Nothing special is added at points of combination of rates, but nothing is deducted from exceptional rates for part of the distance carried unless by special arrangement. (3) The periods of the different tariffs combined are added together to form the total time of transit. The times allowed for dispatch and delivery are counted once only, but the extensions of time specified in these different tariffs are not cumulative, and the longest only is applied. (4) If one of the combined tariffs contains any special stipulation as to liability of the railway in case of delay such stipulation applies to the whole journey.

90. Special export and "transit" (*i.e.*, through intermediate) tariff regulations.

The rates of special export tariffs are applied immediately to goods exported by land or sea or simply consigned to one of the ports named in the tariff, either to a navigation company or to the representative of the Colonial Office. In all other cases, except such as are explicitly provided for in the tariff, the special export rates are applied by way of rebate. In cases of immediate application of the rates the companies may require every necessary proof of the destination of the goods, and where the rate is applied by way of rebate the application for the rebate must be made within three months (unless otherwise provided in the tariff) from the day of arrival of the goods at the frontier point or port of embarkation—the ordinary tariff rate being applied on departure. The rebate application must be accompanied by the original waybills or receipts and the bills of lading or Customs certificates proving export. In default of sufficient proof within the prescribed period of three months, the rate of the ordinary tariff is maintained. The rates of "transit" tariffs are applied to goods coming from or going to foreign parts and traversing French territory. These rates and also the total international transit tariffs may be applied as export rates as far as the French frontier under

CALCULATION OF FREIGHT CHARGES—*continued.*

France—*continued.*

the conditions and subject to the proofs required for the application of export tariffs to French goods destined for foreign parts and coming from either a station situated on the direct route of the rate applied or from a station situated on one of certain indirect routes defined in the tariff book, or from a station distant by rail 50 Km. at most from the *direct* route, on condition that the distance between that station and the export station shall be less than the distance separating the export and import stations between which the rates of transit apply. There are certain exceptions to the foregoing regulations in the case of traffic destined for the Gex district, the free zone of Haute Savoie, and the part of the Valley of the Valserine included between the left bank of that river and the crest of the Jura mountains, which is subject to a special method of charging whenever it is to the advantage of the parties that such exceptional method should be adopted.

91. Special tariff parcels under 40 Kg.

By way of exception in the case of export and transit traffic, there is no restriction as in interior transit requiring transport agents to make up such parcels in packages weighing over 40 Kg.

92. Disinfection of Goods wagon.

When disinfection is required by the regulations a fee of 2 fr. per wagon is charged for the disinfection of wagons which have been used for the transit of infectious matter.

93. Reimbursements (*i.e.*, "cash on delivery.")

When sums are charged by a consignor on consignments in the form of reimbursements of part or whole value of goods sent by railway, the company charges on return of such reimbursement to the consignor a tax or commission equal to the charge for conveyance of money as fixed in the quick transit tariff. This charge is as follows:—0·00252 fr. per indivisible fraction of 1,000 fr. and per km. (duty included), with a minimum charge of 0·25 fr. per 1,000 fr. The charge per consignment may not be less than 0·40 fr.

Note.—As regards the application of the different special slow traffic tariffs of the Ouest railway to Paris local stations there are several exceptional provisions as to the conditions under which the tariffs are applied. These conditions are apparently of local interest only, and have no bearing on the general question of rates.

Note.—Where special tariffs contain regulations differing from or supplemental to those given above the variations or additions will be found noted in any case in which the special tariff is used for purpose of comparison with an Irish rate.

94. Bases of calculation of normal slow Goods tariffs

The following are the bases of calculation of ordinary rates charged per 1,000 Kg. for the six series of goods shown in the classification for distances up to 1,100 Km. on the Nord, Ouest, Orleans, and P. L. & M. Railways:—

SERIES 1.

	Nord.	Ouest.	Orleans.	P.L. & M.
	c.	c.	c.	c.
Up to 100 Km. per Km.	16	16	16	16
101-150 per Km. added	15	15	15	15
151-200 "	15	15	15	15
201-300 "	15	15	15	15
301-400 "	—	14	14	14
401-500 "	—	12	14	14
501-600 "	—	10	13	13
601-700 "	—	8	12	12
701-800 "	—	7	11	11
801-900 "	—	—	10	10
901-1000 "	—	—	9	9
1001-1100 "	—	—	8	8

SERIES 2.

	c.	c.	c.	c.
Up to 100 Km. per Km.	14	14	14	14
101-200 per Km. added	13	13	13	13
201-300 "	12	13	13	13
301-400 "	—	12	12	12
401-500 "	—	10	12	12
501-600 "	—	8	11	11
601-700 "	—	7	10	10
701-800 "	—	6	9	9
801-900 "	—	—	8	8
901-1000 "	—	—	7	7
1001-1100 "	—	—	6	6

CALCULATION OF FREIGHT CHARGES—*continued.*
France—*continued.*

SERIES 3.

——	Nord.	Ouest.	Orleans.	P.L.M.
	c.	c.	c.	c.
Up to 100 Km. per Km.	12	12	12	12
101-200 per Km. added	11	11	11	11
201-300 „	10	11	11	11
301-400 „	—	10	10	10
401-500 „	—	8	10	10
501-600, „	—	6	9	9
601-700 „	—	5	8	8
701-800 „	—	5	7	7
801-900 „	—	—	6	6
901-1000 „	—	—	5	5
1001-1100 „	—	—	5	5

SERIES 4.

	c.	c.	c.	c.
Up to 100 Km. per Km	10	10	10	10
101-200 per Km. added	9	9	9	9
201-300 „	8	9	9	9
301-400 „	—	8	8	8
401-500 „	—	6	8	8
501-600 „	—	6	7	7
601-700 „	—	5	6	6
701-800 „	—	4	5	5
801-1100 „	—	—	4	4

CALCULATION OF FREIGHT CHARGES—*continued.*
France—*continued.*

SERIES 5.

——	Nord.	Ouest.	Orleans.	P.L.M.
	c.	c.	c.	c.
Up to 100 Km. per Km.	8	8	8	8
101-150 per Km. added	7	7	7	8
151-200 „	7	7	7	7
201-300 „	6	7	7	4
301-400 „	—	6	6	4
401-500 „	—	5	6	4
501-600 „	—	4	5	4
601-700 „	—	3	4	4
701-800 „	—	3	3	4
801-1100 „	—	—	3	4

SERIES 6.

	c.	c.	c.	c.
Up to 25 Km. per Km.,	8	8	8	8
26-100 „	4	4	4	4
101-300 „	3·5	3·5	3·5	3·5
301-600 „	—	3	3	3
601-800 „	—	2·5	2·5	2·5
801-900 „	—	—	2·5	2·5
901-1100 „	—	—	2·5	2

The bases of calculation of ordinary rates of the Etat Railway differ materially from the foregoing. The figures are not specifically shown in the rate-book, but according to analysis of the mileage scales they are approximately as follows:—

——	Series. 1	Series. 2	Series. 3	Series. 4	Series. 5	Series. 6
	c.	c.	c.	c.	c.	c.
Up to 20 Km., per Km., ...	16	14	12	10	9	8
21-30 per Km. added, ...	16	14	12	10	8·5	7·5
31-40 „	16	14	12	10	7	6
41-50 „	16	14	12	10	6·5	5·5
51-60 „	15	13	11·5	9·5	5·5	4·5
61-70 „	14	12	11	9	5	4
71-80 „	14	12	11	9	4	3
81-90 „	14	12	11	9	3	2·5
91-100 „	13·5	11·5	10·5	8·5	2·5	1
101-110 „	13·5	11·5	10·5	8·5	5·25	4·25
111-140 „	13·5	11·5	10	8	5·25	4·25
141-150 „	13	11	9·5	7·5	5	4·25
151-160 „	13	11	9·5	7·5	5	4
161-180 „	12·5	10·5	9	7	5	4
181-190 „	12·5	10·5	9	7	4·5	3·5
191-200 „	12	10	9	6·5	4·5	3·5
201-210 „	12	10	9	7·5	4·5	3·5
211-220 „	11·5	9·5	9	7·5	4·5	3·5
221-240 „	11·5	9·5	9	7	4	3·5
241-250 „	11	9	9	7	4	3·5
251-260 „	11	9	9	7	4	3·5
261-270 „	10·5	8·5	9	7	3·5	2·5
271-280 „	10·5	8·5	9	7	3·5	2·5
281-290 „	10·5	8·5	8·5	6·5	3·5	2·5
291-300 „	10	8	8·5	6·5	3·5	2·5
301 and upwards. — — ..	13	11	10	8	5	4

Mem.—It is to be noted that the foregoing rates of the Etat Railway for series 1, 2, and 3 gradually decrease in zones up to 300 Km., but that for distances from 301 Km. upwards the rate per Km. per tonne is raised to about the level of the 140-160 Km. zone, while for series 4, 5, and 6 the bases of charge are raised twice, *i.e.*, series 4 at 201 and 301 Km., and series 5 and 6 at 101 and 301 Km.

94—*continued.*

CALCULATION OF FREIGHT CHARGES—*continued.*

BELGIUM.

EXPRESS GOODS.

("*Exprés.*")

95. Rates charged for Express Goods.

Express goods are charged at Tariff No. 1, which is applied on written request from the sender, to packages of every weight to be sent to consignee's domicile by express.

96. Accessory fees not included in Express tariff.

The tariff comprises all accessory expenses except collection, disbursements, reimbursements, advice of arrival, and premium on declaration of interest in delivery.

97. Unit of weight and minimum charge for Express Goods.

The rates are charged per package and per every 10 Kg. for packages of more than 10 Kg. in weight, but the cost of transit may not be less than the minima, *i.e.*, Frs. 3·50 when prepaid and 3·70 when forwarded "to pay," under the tariff of which the basis is shown in tabular statement appended hereto.

98. Express packages of 60 Kg. and under prepaid by stamps.

Prepaid packages of 60 Kg. and under must be accompanied by a consignment docket in the form prescribed by the railway companies. The prepayment is effected by means of adhesive railway stamps, which can be bought at all railway stations and at the principal post offices.

99. Rates for above.

The rates for prepaid packages of 60 Kg. and less are as follows *for all distances*:—

	Fr.
Packages not exceeding 5 Kg. in weight, .	0·80
,, over 5 and up to 10 Kg. ,, .	1·00
,, ,, 10 ,, 20 Kg. ,, .	1·50
,, ,, 20 ,, 30 Kg. ,, .	2·00
,, ,, 30 ,, 40 Kg. ,, .	2·50
,, ,, 40 ,, 50 Kg. ,, .	3·00
,, ,, 50 ,, 60 Kg. ,, .	3·50

Bulky packages, the chargeable weight (50 per cent. added) of which does not exceed 60 Kg., come under the above regulation and scale of charges.

With regard to small prepaid packages of 5 Kg. and under, the following only are deemed to be bulky:—

(*a.*) Packages exceeding 1·50 metres in any direction.

(*b.*) Packages which by reason of their shape cannot be easily loaded with other packages, which are voluminous or demand special precautions, such as plants and shrubs in baskets, empty cages, or cages containing live animals, empty cigar boxes in bundles, cardboard boxes and wooden hat-boxes, furniture, basket goods, flower stands, children's carriages, spinning wheels, etc.

100. Express packages exceeding 60 Kg. cannot be prepaid by stamps.

Unwieldy and other packages exceeding 60 Kg. may not be prepaid by stamps nor be charged according to the foregoing scale.

101. Rates for unstamped Express parcels.

The scale of rates for packages not prepaid by means of railway stamps and the chargeable weight of which does not exceed 60 Kg. is the same as for prepaid stamped parcels, plus an excess fee of 20*c.* per *package*.

102. Railway not bound to accept Express packages above certain volume and weight.

The railways are not bound to accept for transit, by express, packages of more than one cubic metre volume or weighing more than 150 Kg. In case of acceptance of such packages for transit, and if the regularity of the service on the intermediary lines should require it, the traffic may be transferred in the course of the journey to goods trains.

103 Unwieldy packages excluded from Express transit.

In no case are packages which are unwieldy or difficult to load or which may delay passenger trains accepted for conveyance as express goods.

QUICK (OR FAST) GOODS.

("*Service Accéléré.*")

104. Tariff chargeable and maximum weight.

Accelerated goods are charged at Tariff No. 2, which applies to packages weighing up to 200 Kg. per consignment (*i.e.*, one or several packages sent by one single consignor to the address of one single consignee) unless the sender has expressly asked in writing for the application of Express or Slow Goods Tariff.

CALCULATION OF FREIGHT CHARGES—*continued.*

Belgium—*continued.*

105. Accessory fees not included in above tariff.

The tariff comprises all accessory expenses except those provided for in respect of collection, disbursements, reimbursements, advice of arrival and interest in delivery.

106. Exceptions to above maximum weight.

With the reservation provided above, oysters, fresh fish, and barm are forwarded at the rate and under the conditions of accelerated goods tariff whatever may be the weight of the consignment. The sender is authorised to ask in writing for the transit under this tariff of consignments weighing more than 200 Kg.

107. Accelerated packages of 60 Kg. and under prepaid by stamps.

Prepaid packages of 60 Kg. and under should be accompanied by a consignment docket in the form prescribed by the railway. The prepayment is effected by means of adhesive railway stamps to be affixed to the consignment docket. These stamps are on sale in all stations and in about 380 specified Post Offices.

108. Rates for above.

The rates for single packages weighing 60 Kg. and under, prepaid as above, are the following for all distances:—

	Fr.
Packages not exceeding 5 Kg. in weight, .	0·50
,, over 5 and up to 10 Kg. ,, .	0·60
,, ,, 10 ,, 20 Kg. ,, .	0·70
,, ,, 20 ,, 30 Kg. ,, .	0·80
,, ,, 30 ,, 40 Kg. ,, .	0·90
,, ,, 40 ,, 50 Kg. ,, .	1·00
,, ,, 50 ,, 60 Kg. ,, .	1·10

Packages considered to be unwieldy (already defined), the chargeable weight of which does not exceed 60 Kg., may be prepaid by means of railway stamps in accordance with the above rates, and at the excess weight (*i.e.*, 50 per cent. added to actual weight).

109. Accelerated packages exceeding 60 Kg. in weight cannot be prepaid by stamps.

Unwieldy and other packages of which the chargeable weight exceeds 60 Kg. cannot be prepaid by means of railway stamps nor obtain the advantage of the foregoing rates.

110. Accelerated unstamped parcels.

Consignments not prepaid by means of railway stamps and to be forwarded under the conditions of accelerated goods tariff are chargeable as follows:—

111. Rates for above when under 60 Kg.

(*a.*) Single packages and consignments of several packages, the chargeable weight of which (in accordance where necessary with regulation as to "Bulky" Goods) does not exceed 60 Kg.:—

	Fr.
Packages not exceeding 5 Kg. in weight, . .	0·70
Packages or consignments over 5 & up to 10 Kg.,	0·80
,, ,, 10 ,, 20 Kg.,	0·90
,, ,, 20 ,, 30 Kg.,	1·00
,, ,, 30 ,, 40 Kg.,	1·10
,, ,, 40 ,, 50 Kg.,	1·20
,, ,, 50 ,, 60 Kg.,	1·30

112. Rates for above when over 60 Kg.

(*b.*) Single packages and consignments of several packages which exceed 60 Kg. are charged according to the gross weight calculated evenly to the 10 Kg. above (in accordance where necessary with the provisions as to Bulky Goods), but the charge for transit may never be less than the minima (*i.e.*, Fr. 1·10 when prepaid and Fr. 1·30 when forwarded "to pay") under the tariff of which the basis is shown in the tabular statement appended hereto.

113. Accelerated consignments of unusual length.

For consignments exceeding the normal length of carrying stock the regulations are the same as for slow goods, except that while the gross weight is charged at Tariff No. 2 the excess charge is calculated according to Class 1 of Slow Goods Tariff.

SLOW GOODS.

("*Petite Vitesse.*")

114. Registration of Slow Goods.

All consignments of slow goods are subject to a Registration Fee of 20c., chargeable in addition to the tariff rates.

115. Consignments of Slow Goods in different classes.

When a consignment by slow train contains goods of different classes or chargeable at different special tariffs, the rate of the class or special tariff which is the highest is applied to the whole consignment. Nevertheless, if it be advantageous to the public, and

CALCULATION OF FREIGHT CHARGES—*continued.*
Belgium—*continued.*

if the way-bill shows separately the weight of each category of goods, consignments composed of different classes or belonging to special tariffs with the proviso of a minimum of 10,000 Kg. or under, may be charged separately, at the price of the class or special tariff applicable to each category of goods. In this case the whole consignment should at least amount to the weight fixed for the class or special tariff which presupposes the *highest minimum weight.* If the minimum is not attained, the weight of the goods rated at the class or special tariff *the cost of which is the lowest* should be increased by the difference necessary to make up the required minimum.

116. Minimum charges for Slow Goods and unit of weight.

The minimum charges under Slow Goods Tariff (No. 3) are fixed as follows:—For Class 1 at the rates fixed in the tariff, which are exclusive of Accessory Fees. For classes 2 and 3 at a weight of 5,000 Kg. Consignments of less than 5,000 Kg. are rated according to class 1 unless there be some advantage to the consignor in paying the rate for 5,000 Kg. in the class to which the goods belong. For Class 4, at a weight of 10,000 Kg. Goods of Class 4 presented for conveyance in quantities of less than 10,000 Kg. are assimilated to Class 3 and rated accordingly unless it be to the advantage of the consignor to pay the rate for 10,000 Kg. under Class 4. As an exception the rates of Class 4 are applied to consignments of beet roots weighing less than 10,000 Kg. when the consignment occupies only one wagon and that vehicle is fully loaded. If goods in Class 4 (ordinarily forwarded in open and uncovered wagons) are sent, on written request of consignor, in closed or covered wagons, they will be charged at Class 3 rates, but ice is excepted from this regulation when the railway has suitable wagons available.

Beyond the foregoing minima the charges are calculated per indivisible fraction of 10 Kg.

With the exception of goods which may not be loaded with others, defined in the Regulations, and of goods of any description in incomplete loads for which the consignor requires a separate wagon, all Slow Goods presented in consignments of less than wagon loads are charged at the rate of Class 1 on a minimum weight of 400 Kg. if it be not to the advantage of the consignor to apply the rate of a complete load in the class to which the goods belong.

117. Slow Goods to and from private sidings.

Consignments coming from or destined to a private siding are subject, according to the circumstances, to the rates and regulations of the tariff of the station at which the siding connects or at the rates and conditions of the tariff specially fixed for the business establishment connected by the siding. Nevertheless, for consignments weighing less than 1,500 Kg. a supplementary rate of 3 fr. is charged in respect of goods forwarded from a private siding, and if necessary on goods received at it, unless the establishment interested finds it advantageous to pay the tariff rates for 1,500 Kg. To this regulation there are certain exceptions in the case of specified private sidings to which traffic is admitted without increase of rates. The establishments connected by private sidings may free themselves from payment of the supplementary tax by loading into a returning wagon several consignments destined for the same station and weighing together at least 1,500 Kg., but the period allowed for return of carrying stock will not be increased on this account, that is to say, wagons thus used will be considered as returned empty. When several consignments intended for different consignees living in the same locality, or in different localities in the same direction with regard to the station of departure, are loaded in the same wagon by a sole consignor, they are considered both in respect of the tariff rate for 1,500 Kg., or of the supplementary tax of 3 fr., as constituting the same and only consignment. In such a case when the chargeable weight of the consignment is less than 1,500 Kg., only the supplementary tax of 3 fr. is payable, and this must always be handed in at the station of departure. Consignments of empty packages and used packing materials necessitating the exclusive use of a wagon, are likewise free from the supplementary tax of 3 fr., either coming or going.

118. Bulky Slow Goods.

Certain goods defined as "Bulky" are charged at an increase of 50 per cent. on their actual weight up to a maximum equal to half the tonnage of the carrying stock employed. Nevertheless, if necessary, the provisions relative to goods which may not be loaded together with others may be applied. The maximum taxable weight of bulky goods loaded on wagons, the tonnage of which is more than 10,000 Kg. is fixed in exceptional cases as if 10,000 Kg. wagons were used.

CALCULATION OF FREIGHT CHARGES—*continued.*
Belgium—*continued.*

119. Slow Goods of unusual dimensions.

The charges on goods exceeding six metres in length are calculated as follows:—Over 6 m. and up to 12 m.—on the gross weight, if the latter be at least 6,000 Kg. and on the gross weight plus 1,500 Kg. if below 6,000 Kg., with the latter weight as *maximum.*

Over 12 m. and up to 18 m.—On the gross weight, if this be at least 10,500 Kg., and on the gross weight, plus 3,000 Kg., if below 10,500 Kg. with the latter weight as *maximum.*

Over 18 m. and up to 24 m.—On the gross weight if this be at least 15,000 Kg., and on the gross weight plus 4,500 Kg., if below 15,000 Kg. with this weight as *maximum.*

120. Empty packages and packing.

Empty packages and packing having served in consignments by rail (including packages containing empty bottles in which liquids have been carried, except in ordinary traffic with the Gand-Terneuzen line), when forwarded as Slow Goods are charged at the gross weight and at Class 1 rates per unit of 10 Kg., with a minimum weight of 100 Kg. Nevertheless this reduced rating is only applicable if the packages in question are removed at their destination within the prescribed term (*i.e.*, generally eight hours after the notice of arrival has been handed to the consignee or his representative). In default of such removal, these packages are subject to the rates of the ordinary tariffs, independently of the usual storage charges. The packages can also be sent at the rates and on the conditions of express and accelerated goods, and according to gross weight, if the consignor requests this in the way-bill.

New packages and packing sent empty and intended for use in the conveyance of goods by rail, are carried under the ordinary tariff conditions, but the consignor or consignee may obtain the diminution in rate on actual weight if he proves the transit by rail of such objects in a load of at least 5,000 Kg.

121 Special Rates.

In addition to the ordinary rates there are in Belgium many specially reduced rates for export, import, and interior traffic.

These special rates include, among others, the following:—

Export traffic:—	
Coal, coke, stone, and earth,	10 tonne and 50 tonne lots.
Clay, lime, and gravel,	10 tonne lots.
Alcohol, matches, butter, chairs, combed flax, honey, eggs, paper, fine pottery, toilet soap, leaf tobacco, etc.,	5 tonne and 10 tonne lots.
Starch, hemp seed, salted and raw hides, beans, turnip seed, sheet lead, etc.,	10 tonne lots.
Metallurgic products, earthenware, porcelain, screws, nails, etc.,	10 ,, ,,
Glass ware,	7 ,, ,,
Import traffic:—	
China clay,	10 ,, ,,
Lead and copper in pigs,	5 ,, ,,
Rock and sea salt,	50 ,, ,,
Alcohol, butter, cider, salt, bacon, toilet soap, green osiers, leaf tobacco, starch, hides, flax seed, salt herrings, sulphate of copper, etc.,	Some in 5 tonne and others in 10 tonne lots.
Planks,	10 tonne lots.
Coal tar,	10 ,, ,,
Minerals, pyrites, etc., 10 tonne &	50 ,, ,,
Raw cotton in bales,	10 ,, ,,
Interior traffic:—	
Minerals, pyrites, etc., consigned to Belgian firms,	50 tonne lots.
Limestone,	50 ,, ,,
Steel,	10 ,, ,,
Coal for zinc and lead furnaces,	50 to 100 tonne lots.
Manures and certain agricultural products,	200 Kg. and upwards.
Coal on certain connections,	10 to 50 tonne lots.
Products for land improvement, cattle food, and road-making,	10 ,, ,,
Sweepings and city sewage,	10 to 50 tonne lots.
Do. do. do.,	100 tonne lots.
Beet roots,	50 ,, ,,
Sand,	50 ,, ,,
Coal for limekilns,	10 ,, ,,
Rough castings,	50 ,, ,,
Cereals,	5 ,, ,,
Large goods,	5 ,, ,,

CALCULATION OF FREIGHT CHARGES—*continued.*
Belgium—*continued.*

Where any of the foregoing specially reduced rates are hereafter used for comparison with Irish rates, the conditions will be fully shown.

121a. Goods for Exhibition.

Agricultural and industrial products intended for exhibition or show purposes (whether under private or Government patronage), as also materials of every description to be used in the installation of such exhibits, are charged ordinary tariff and accessory fees on the forward journey, and are carried free on the return journey, subject only to collection and delivery charges (according to a special scale), and when the exhibits are conveyed by slow goods train fees for registration and advice of arrival are charged in addition. The application of the foregoing special tariff is subject to the following conditions:—

1. The articles must be addressed to the President or Secretary of the Organising Committee of the Exhibition or Show.

2. The application for the special tariff must be expressly inserted in the consignment note or way-bill for the forward journey.

3. On the return journey the articles must be accompanied by the outward way-bill, and also by a special way-bill stating that the articles are being sent back to the exhibitor, and bearing the stamp of the Exhibition or Show.

4. The consignments must be returned by the same mode of transit (*i.e.*, Express, Fast, or Slow) as that by which they were carried on the outward journey.

5. The return way-bill must have at the top the name of the Exhibition or Show in respect of which the special tariff has been granted.

122. Conveyance by subscription.

Subscriptions are allowed to consignors and consignees who engage to employ regularly during six months at least one or several wagons with full loads of goods of the same nature to be carried between two stations fixed upon and addressed to the same consignee. Subscription conveyance applies only to indivisible quantities of 5,000 Kg. for goods in Classes 1, 2, and 3, and of 10,000 Kg. for goods in Class 4. When a subscription is applied for by a consignee he must supply proof of the consent of the consignor who by the fact of such consent agrees to the subscription wagons being taken into account in the distribution of carrying stock. The subscriber may change at the end of each month of subscription the points of departure and destination of consignments. The consent of a fresh consignee is always required. Subscriptions of one year or over are charged at the ordinary tariff rates. Subscriptions of from 6 to 12 months are subject to an increase of 25c. per ton. In the rate of conveyance a reduction of 25c. per ton is allowed on subscriptions entailing the use of carrying stock travelling in both directions between two points to be determined. The subscriber may use the wagons on the return journey for goods other than the description carried on the outward journey. The rates in force at the moment of entering of a contract

CALCULATION OF FREIGHT CHARGES—*continued.*
Belgium—*continued.*

of subscription are only agreed to with a reservation of any modifications which may be made in the tariffs during the time of subscription. The railway authorities regulate the route taken by the wagons and fix the periods for loading and unloading. These periods are reduced to four hours of the day for each of these operations should the exigencies of the service demand it. The railway authorities also reserve to themselves the selection of the carrying stock to be employed in the service of the subscribers. Subscriptions may be suspended on Sundays and legal holidays. The subscriber is empowered to increase at the end of every month of his subscription the tonnage fixed by his contract on the same conditions and in consideration of the regular employment during 30 days at least of the supplementary carrying stock. The railway authorities reserve the right to limit the tonnage to double the quantity fixed in the original agreement. All requests with regard to subscription for supplementary wagons or to a change of route must be addressed in writing to the stationmaster eight days in advance. In case of default of the subscriber as regards the contract he is liable to a penalty equal to half the cost of carriage which was not effected unless he can prove that the failure arose from some unforseen cause, from a fault of the railway, from the closing of barriers, the accidental extinguishing of a blast furnace, the forced interruption of mining operations, or any other cause of similar nature. The railway authorities are, on the other hand, freed from their obligations towards the subscriber in case of obstruction or from facts analogous to those which free the subscriber from his obligations to the railway.

123. Disinfection of Goods wagons.

When wagons have been used for conveyance of poultry in cages, baskets, or loose, either by fast or slow goods train, a disinfection charge of 1·25 fr. is made per full wagon, or wagon reputed to be full.

124 Disbursements (*i.e.* "paid ons")

For amounts paid out by the railway on goods handed in for conveyance commission is charged as follows:—

(*a.*) On 20 fr. and under, 20c.

(*b.*) On more than 20 fr. per consignment and per indivisible fraction of 100 fr., 25c.

125. Reimbursements (*i.e.* cash on delivery.)

For amounts charged by a consignor on an express, fast, or slow goods consignment in respect of part or whole value of the contents thereof commission is charged as follows by the railway for collection of the amount from consignee and return of it to consignor.

On 200 fr. and under, 20c.
On 200 to 1,000 fr., 60c.
On more than 1,000 fr., 50c., fixed tax, with an additional charge of 10c. per indivisible unit of 1,000 fr.

126. Bases of Normal Rates.

The normal or ordinary working rates are based on the figures shown on attached statement.

UNIT RATES ON BELGIAN RAILWAYS FOR GOODS TRAFFIC.
STATE RAILWAYS.

	EXPRESS. ("Exprés.")	ACCELERATED. ("Service Accéléré.")	SLOW. ("Petite Vitesse.")			
			Per 1,000 Kg.			
	Per 100 Kg.	Per 100 Kg.	Parcel Class.	Wagon-load Classes.		
				Class 1.	Class 2.	Class 3.	Class 4.
	Centimes.					
From 1— 25 Kilometers, ...	3	2	10	8	6	6
Do. 26— 75 do.	3	2	10	8	6	4
Do. 76—100 do.	2	1·6	8	4	3	2
Do. 101—125 do.	2	1·6	8	4	2	1
Do. 126—150 do.	2	1·6	8	2	1	1
Do. 151—200 do.	1·6	1·2	6	3	1	1
Do. 201—350 do.	1·2	0·8	4	2	1	1
Over 350 Kilometers, ...	1·2	0·8	4	2	1	1
Station Terminal Charges, ...	—	—	110	100	100	{0—350 Km. 50 Over 350 Km. 100
Station and Service Terminals and Delivery Charges.	405	80	—	—	—	—

NOTE.—The minimum distance charged for is 5 Km., except in case of goods in wagon-load Class 4, to which the actual Km. distance is applied.

CALCULATION OF FREIGHT CHARGES.

(continued.)

GERMANY.

127. Unit of weight.

Freight is calculated per unit of 10 Kg., with a minimum charge as for 20 Kg. If for the purposes of calculation of freight the actual weight of a consignment is either increased or diminished, then the rounding off to an even 10 Kg. only takes place after the increase or diminution of the weight.

128. Unit of money.

The amount of freight is rounded off to an even 10 Pfennige, sums under 5 Pf. being omitted, and those of 5 Pf. and upwards counted as 10 Pf. The calculation of freight differs according as goods are sent by Express, Fast, or Slow Goods train.

Express Goods.

("Beschleunigtes Eilgut.")

129. Express Train transit.

Express goods are given preference before fast goods and forwarded by the most favourable trains allotted to the purpose by the railway administration. The following rates are charged without distinction of articles for goods sent by express, even in the case of articles under the special tariff for certain fast goods, viz. :—

130. Express Train parcel Goods.

For parcels, the Fast Goods Parcel Rates are charged for double the actual weight, but with a minimum of 40 Kg.

131. Express Train wagon Goods.

For wagon loads, the rates of the general Slow Goods Wagon Class (B. or A 1) are charged for four times the minimum weight on which freight is calculated in accordance with the Regulations of that Class.

132. Minimum charge.

A minimum of one mark is charged for each way-bill consignment. In case of a fresh freight calculation *en route*, a minimum of 10 Pf. is charged for the additional freight

Quick (or Fast) Goods.

("Eilgut.")

133. Fast Goods transit.

All articles (except those mentioned in the special tariff for certain fast goods, specified hereafter), when handed in as Fast Goods parcels ("Stückgut") are forwarded under the conditions of the Fast Goods Parcels Tariff; if handed in as Fast Goods in wagon loads they are forwarded under the regulations governing the general Slow Wagon Goods Class (B. or A.1) for *double the maximum weight* on which freight is calculated for this class in accordance with the regulations.

134. Minimum charge per Consignment of Fast Goods.

Not less than 50 Pf. will be charged for each way-bill consignment. If freight cannot be at once calculated to the destination by the forwarding station in Germany so that a fresh calculation becomes necessary on the journey, then the minimum amount charged as further freight is 10 Pf.

135. Special Tariff Fast Goods.

For the articles named in the special tariff for certain fast goods, whether sent as "Parcels" or in wagon loads, only the freight for goods under the conditions for slow traffic is calculated.

136. Mixed Consignments Fast Goods.

If special tariff articles are entered with other goods on a fast goods way-bill, then fast goods freight is charged for the whole consignment unless, the weights being given separately, separate calculation works out more cheaply. In the case of consignments of fast goods "parcels" separate calculation is admissible only when the goods under the special tariff for certain fast goods and the other goods are delivered in separate packages. In case of separate calculation the freight for each description of goods is reckoned in units of 10 Kg. or part thereof.

Slow Goods.

("Frachtgut.")

137. Ordinary Parcel Goods by slow transit.

Goods not handed in as wagon goods are charged at "Parcels" (or "Stückgut") Rates with a minimum charge of 30 Pf. per way-bill consignment. In case of a fresh freight calculation *en route*, a minimum of 10 Pf. is charged for the additional freight, as in the case of Fast Goods and Express Goods.

138. Special Parcel Goods by slow transit.

For goods coming under the "special tariff for certain parcels goods" by slow transit, the rates of such special tariff are charged, and for all other slow goods the rates of the general parcels class are charged.

Germany—*continued.*

139. Mixed Consignments, Slow Goods.

If slow goods under the special tariff are handed in with others belonging to the general "parcels" class in separate packages, but with one way-bill, then freight is calculated according to the rates of the general "parcels" class, provided, the weights being given separately, a separate calculation does not come cheaper. In case of a separate calculation the freight for the goods belonging to the general "parcels" class and to the special tariff class is counted by every 10 Kg., and weights in excess of this are calculated evenly to the next 10 Kg. If goods under the special tariff are united in one parcel with others belonging to the general "parcels" class in so far as this is admissible under the Traffic Regulations the freight for the whole weight is calculated at the rates of the general "parcels" class.

140. Wagon Goods by slow transit.

At the rates of the wagon load classes are forwarded all goods which a sender hands over as a wagon load, with one way-bill for each wagon.

All goods not mentioned in special tariffs belong to the general wagon load class.

For the application of the rates of the wagon load Main classes a minimum weight of 10,000 Kg. for every wagon used is taken as the basis of calculation of freight, and for the application of the rates of the sub-classes a minimum weight of 5,000 Kg. for every wagon used is taken as the basis of calculation, even when the actual weight is less per wagon than 10,000 Kg. and 5,000 Kg. respectively. For consignments of less than 10,000 Kg., but more than 5,000 Kg., freight is calculated at the actual weight at the sub-class rates or as for 10,000 Kg. at the Main class rates, according as one or the other calculation works out cheaper.

The following regulations apply generally to all wagon loads:—The loads may be composed of goods of different kinds or belonging to different Main classes, provided there be nothing to the contrary in the Railway Traffic Regulations. When a wagon load is composed of goods coming under different tariffs, the freight charged for the whole consignment is at the highest tariff applicable to any part of the goods provided (when separate weights are given) a separate calculation, in accordance with the foregoing provisions as to charging of parcel goods and wagon load goods does not come cheaper. If both parcels rate and wagon rate are charged in separate calculations on a way-bill consignment, then a minimum weight of 10 Kg. is accepted for parcels freight. In other respects the regulations respecting wagon loads apply to that portion of the consignment rated as parcel goods.

141 Fragile Goods.

Fragile articles, such as stoneware, pottery, glass, porcelain, are accepted unpacked as "parcels" goods if consigned in lots of at least 1,000 Kg., or if the sender declares in the way-bill his willingness to pay freight for that weight. Earthen and stoneware pipes are also accepted unpacked in quantities of less than 1,000 Kg., freight being calculated on the actual weight forwarded. The sender must, however, make a declaration in prescribed form as to the absence of packing.

142. Empty packages

When certain specified empties are handed in as separate parcels, freight is calculated according to the regulations applicable to the general parcels class, for *half the actual weight* with a minimum of 20 Kg., provided, in the case of packages used for conveyance of certain goods in parcels carried under a special tariff, no cheaper rate is fixed for their full weight under the terms of that special tariff.

Among the specified empties are included barrels, tubs, kegs, metal barrels and pails, metal biscuit boxes, tin cans, canisters and cases, bottles of all kinds, sweet and jam jars, lath baskets and crates (even when taken to pieces and made up in bundles), packing boards and laths, packing straw, packing cloths with cordage or not, hay and other packing materials, cages, ladders, rollers, baskets, fowl coops, boxes, paste-board boxes, sacks, separate or not. If the packages named above cannot be loaded through the side doors into covered wagons, freights will be calculated according to the rules governing the *general parcels class* for half the actual weight, but with a minimum of 1.000 Kg. for each wagon used: provided the freight for the full weight according to the rates of the ordinary parcels goods class or of the special tariff for certain goods in parcels does not come cheaper. If used empty beer barrels, or used empty beer bottles, or cases containing them, are loaded into wagons specially equipped for the conveyance of beer, and which are returning to destina-

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

tion of the consignment of empties, then freight is calculated for the actual weight of the consignment, but for not less than 1,000 Kg. per wagon at the rates of Special Tariff III., unless freight according to the rates of the general small goods class for *half the weight* comes cheaper. The regulations for wagon loads apply to such consignments. The foregoing regulations do not apply to used packages forwarded as fast goods. For used packages not mentioned above freight is calculated on the *full weight* according to the rates of the general small goods class, or of the special tariff for certain small goods. To this category belong, for example, packages made of skins and hides, chests and ammunition boxes.

143. Objects of unusual length.

If objects of more than 7 metres in length (except boats) are handed in as parcel goods, then freight is calculated for every way-bill consignment on at least 1,500 Kg., according to the rates of the General Parcel Goods Class or of the special tariff for certain parcel goods or (when forwarded as fast goods) according to the fast goods rates. The foregoing calculation is also applied when other goods are handed in for forwarding with a way-bill containing goods of more than 7 m. in length. When runner wagons are used, a fee of 15 Pf., otherwise charged per runner wagon and per Km., is not collected.

144. Bulky Goods.

Certain goods which in proportion to their weight take up an unusual amount of space, are charged one and a half times their actual weight, according to the rates for express parcel goods or the rates for ordinary parcel goods class—the minimum weight for each consignment being 30 Kg. The following are among the articles classed as bulky:—Trees, shrubs, and plants when unpacked and not well tied up or in tubs or pots—these are deemed to be unpacked when only the roots are packed—raw bark (except bark of oak and pine, and also of trees which are not industrial products of European forestry), new empty barrels (except when set one inside another, and oak barrels iron hooped and above certain capacity), feather beds, feather down and stripped bed feathers, agricultural winnowing machines (except those made chiefly of iron), chopped straw, hay (except in bales of at least 80 Kg. each, or in trusses), baskets (except when packed one inside another, or made of peeled wood or shavings, or of low form), new empty hencoops, basket work goods (such as furniture, etc.), bentwood furniture when not sent in pieces, reeds and rushes, seaweed (except in bales or trusses), straw (except in bales of at least 80 Kg. or in trusses), wool, and wool refuse factory cleaned, except in balls of round or cylindrical shape of at least 100 Kg. (for such balls of over 66·6 to 100 Kg. freight is charged on 100 Kg.).

145. Mixed Consignments of bulky and non-bulky Goods.

Consignments consisting partly of bulky goods and partly of non-bulky goods (fast goods or slow goods) are charged 1½ times the weight of the bulky goods and actual weight for non-bulky goods. When such consignments are conveyed by express the bulky goods are charged at three times the actual weight and the non-bulky goods at double the actual weight. The freight is then calculated on the gross weight so ascertained, but with a minimum of 30 Kg. for fast and slow transit and of 60 Kg. for express transit. In the case of consignments consisting partly of bulky goods and partly of goods coming under the special tariff for certain parcel goods the freight is calculated separately. The minimum weight in the latter case is 20 Kg. for bulky goods and 10 Kg. for other goods

146. Bulky Goods. Part of a house removal.

In the case of defined bulky articles which have been already used, such as feather beds, wooden chairs, bentwood furniture and the like, freight is charged on the *actual weight only*, when the articles form part of a consignment of small goods belonging to a house removal.

147. Fresh Meat.

Freshly slaughtered animals or fresh meat, except game and dead birds, are forwarded *without packing* in accordance with the regulations governing wagon load goods, freight being charged for at least 2,000 Kg. per wagon used and per way-bill consignment. When handed in as fast goods they are sent at the fast goods rates, and when handed in as ordinary slow goods at the ordinary parcel goods rates. If, however, there be a lower rate under the ordinary wagon tariff, then the latter is charged.

148. Fish.

Live fish, fresh and smoked fish, pounded fresh fish, salted codfish in water, slightly salted (undried) herrings and sprats, etc., are conveyed as express goods at fast goods rates, with a minimum charge, however, of 50 Pf. per way-bill consignment.

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

The transit of live fish in water at the special tariff rates for certain fast goods, as well as their transit as express goods under the terms of the regulation given above, depend on the following conditions being observed:—(*a.*) The fish must be placed in vessels gauged or stamped by the Excise Office. For every litre or part of a litre capacity of the vessel as shown by the Excise Stamp, freight is charged on 1 Kg. weight, whether the vessel be full or not. In exceptional cases, however, fish are accepted for transit in tin vessels which have not been stamped by the Excise authorities, the freight being calculated on the gross weight, provided the latter does not exceed 25 Kg. for each vessel. (*b.*) The capacity of each *tub* or *vat* must not exceed 350 litres in consignments sent by fast trains or 150 litres in consignments sent by express trains—the vessels must be fitted with folding handles, vessels of more than 250 litres capacity must be fitted with four such handles, or with two of such size that four persons can take hold of them. (*c.*) The tubs or vats must be closed by means of a lock, or with solder, as a protection against splashing out of water and to prevent unwarranted opening of the vessels. The lock should be placed either in a perforated lid or fixed to a funnel set in the filling hole and fitted in the middle with a perforated covering. (*d.*) The restrictions under (*b.*) and (*c.*) *i.e.*, as to folding handles and locking or soldering do not apply to consignments of at least 5,000 Kg., or when freight is charged as for that weight. (*e.*) Live fish are accepted for transit in wagon loads in vessels not gauged or stamped by the Excise Office, in which cases freight is calculated on the actual weight of the consignment at the rates for wagon loaded goods. The conveyance of pounded fresh fish at the rates of the special tariff for certain fast goods and also their transit as express goods is subject to their being packed in strong, tightly closed barrels. With every consignment of live fish, and even when a consignment consists of more than one wagon load, one attendant is allowed to travel with each wagon. When he takes his place in the wagon in which the consignment to be accompanied is loaded he must pay a fare of 2 Pf. for every Km. travelled—the fare being calculated on the distance for which freight of the consignment is charged. If the attendant when travelling by a passenger train takes his seat in a passenger compartment he must take a ticket for the class of carriage used.

CONDITIONS FOR THE REGULAR TRANSIT OF MILK.

149. Milk traffic.

Payment of Freight.—For the regular transit of milk (sterilised or not), whole milk and cream, and the return of the milk vessels empty or full of skim-milk, buttermilk, or whey, between two certain stations by the trains arranged for the purpose by the railway administration, payment of freight may be made monthly.

The agreement for payment may begin and end on any day.

Application by Consignor.—If a consignor desires to open an account he must make an application to that effect to the express goods or despatch office of the consigning station, at the same time acknowledging these regulations, to be supplied free by the despatch office, at least ten days before the time when the freight account is to commence.

Security.—Security for absolute observance of the contract may be given by sureties or deposit, but by sureties only with consent of the administration. The surety must deliver his bond as prescribed by the administration.

The amount of the deposit to be given amounts at the least to the total freight for one month and a half.

The administration may permit the deposit of a general pledge for a large number of stations on the State railway which guarantees all the freight payments to be made by the person opening the account at the stations in question.

The administration retains the right at any time to increase the general pledge to the amount, at most, of the separate pledges in place of which it is deposited if it be not considered large enough to guarantee the liabilities of the person opening the account. The administration may also at any time withdraw its sanction to a general pledge, and require that, in place of the latter, the necessary separate pledges be deposited within a period to be fixed by the administration. In this case the general pledge is not re-

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

leased until all the separate pledges have been deposited.

As pledges, may be deposited either demands entered in the Imperial debt book or in the State debt book of a Federal State, cash, securities, deposit receipts in the Imperial Bank, savings bank book, or bills of exchange.

(*a*) Cash deposited becomes the property of the administration. It is not subject to interest. The person holding the account may only make a claim for restitution when he has no further responsibility in the contract.

(*b*) The following are deemed to be securities:—Promissory notes issued and guaranteed by the Imperial Government, or by one of the federal German States, or original preference shares of railways legally recognised by the Prussian State at the full current value; the other effects accepted at the Imperial Bank at the fraction of the current rate of exchange there accepted.

(*c*) Deposit receipts of the Imperial Bank for mortgageable securities there deposited are accepted if at the same time a mortgage deed of the opener of the account and a delivery note of the Imperial Bank are handed in by direction of the administration.

(*d*) Savings bank books are accepted as the administration sees fit. Simultaneously a deed of mortgage on the savings bank balance is to be executed by direction of the administration.

(*e*) Bills of exchange are accepted as the administration sees fit if they are drawn on the exchequer represented by the competent administrative authorities, payable at sight, and accepted Private bills are only accepted when payable at sight and guaranteed, and when the exchequer is named as taker of the bill.

It may be demanded that a pledge deposited be supplemented should the pledge not continue to afford sufficient security by reason of part of it having been used or because of a decrease in its exchange value.

Payment is made from the debt book claims, securities, deposit receipts, savings bank books, and bills of exchange, in accordance with the provisions of the law.

The administration reserves to itself the right at any time to require other security in place of the security deposited in the shape of bills or guarantees.

Renewal notes must always accompany interest-bearing securities. Interest, dividend, and share warrants may be left in the hands of the opener of the account, in accordance with the terms of the contract. Otherwise they will be handed to the owner at the time of maturity, so long as no realisation of the securities to meet possible liabilities is in view.

The administration pays no heed as to whether the securities, deposit receipts, savings bank books, and bills deposited with it are called on for payment or are called in, or whether any other change occurs in them. To attend to these matters, and do what is needful, is solely the business of the party who pledged them, on whom alone fall the losses if the necessary steps are not taken.

The pledges are returned provided they are not required to meet the liabilities of the owner, and unless they are deposited as a general pledge, after the person pledging them has completely met all his liabilities, and if the pledges have served as security for guarantee obligation they are returned when the guarantee period has expired. In the absence of any other agreement it is deemed to have been stipulated that the pledges are detained to their full amount for the purpose of covering any liabilities which may arise from the guarantee.

Construction and Marking of Vessels, etc.—Vessels used for milk transit must be of a handy form and provided with a strong lid, so as to prevent the milk splashing out, even should the vessel be overturned.

The capacity of a vessel shall not exceed 40 litres, and must be plainly marked on the vessel, together with the weight of the latter, so that there may be no need of official gauging or ascertainment of capacity by the railway.

Each vessel intended for milk transit must be provided with a strong square plate of sheet brass, generally 20 cm. long by 7 cm. high, bearing in clear engraved letters, easily legible in artificial light, the name of the despatching and receiving stations, and the names of consignor and consignee. In the case of barrels the shields are to be fastened on the body

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

of the cask between the topmost and second hoop, and in the case of tin tankards where the neck begins to narrow. If the space between the first and second hoops on wooden vessels is less than 7 cm., then the shield need only be wide enough to cover that space.

The shields must be renewed by the owner when the inscription becomes faint.

If the milk is forwarded in vessels (for example, glass bottles) which are placed in boxes, then these boxes when full must not weigh more than 40 Kg. each, must be strongly put together, and be fitted with handles on each side.

On the lid of the box is to be stated in plain lettering, on the one hand the maximum weight of the box when it has its full complement of filled bottles, and on the other hand when the latter are empty. When the transit is about to commence these boxes must be submitted to the despatch office to have their weight tested.

Each box must also bear the names of sender and consignee, and also the name of the despatching station and destination.

Vessels or boxes containing milk vessels which do not comply with the foregoing regulations will not be accepted for transit.

Way-bills.—The consignor must always, when delivering the milk at the despatch office, hand over with it a written declaration (way-bill) showing how many vessels he is

1. sending;
2. how many litres of milk these vessels contain in accordance with the figures printed on them;
3. what is the weight of the vessels themselves.

When milk is sent in vessels enclosed in boxes the number of the boxes, together with their weight when the vessels are full and empty, must be stated.

The milk way-bills consist of one principal form with two detachable sections. The original form remains at the despatch office and section 1 at the station of destination. The consignee receives section 2.

Milk way-bill forms can be had at the various despatch offices at the rate of 35 pf. per 100.

Forwarding to several consignees at the same station—

One and the same consignor is permitted to send milk vessels or boxes containing milk vessels to different consignees.

In this case the sender must appoint a representative at the arrival station, to whom the whole consignment is to be delivered. If this is not done, then he must make out as many way-bills as there are consignees.

Incorrect Declaration of Weight or Measure.—If the quantity of milk delivered or the weight of the returning vessels, whether empty or filled with skim-milk, buttermilk, or whey, or the weight of the boxes with full or empty vessels is understated on the way-bill, then action will be taken in accordance with the general traffic regulations. The administration also reserves to itself the right of annulling the transit contract.

Loading and Unloading.—Loading and unloading milk vessels and boxes containing milk vessels is left to the sender and consignee. Assistance may be afforded by the railway, provided there be at the stations a suitable staff for the purpose. This assistance is, however, not to be taken as an undertaking by the railway to load and unload. The railway, therefore, is liable in no case for any damage which may occur in loading or unloading or inefficient transfer of the load.

Acknowledgment of Receipt.—The acceptance of the milk and the receipt of section 2 of the milk way-bill will constitute an acknowledgment of correct receipt of the consignment.

Time of Delivery and Removal.—Vehicles for bringing or fetching milk vessels and boxes containing milk vessels must not be brought to the railway station more than one hour before the departure or arrival of the train in question.

By special permission of the railway, returning vessels, whether empty or filled with skim-milk, buttermilk, or whey, may be brought to the station more than one hour before the departure of the train by which they are to be returned.

The return of such vessels and boxes containing

CALCULATION OF FREIGHT CHARGES—*continued.*

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milk vessels must also be accompanied by a way-bill made out by the sender, and showing the number and weight of the vessels. Copies of these forms may be had from the despatch offices at the price of 35pf. per 100.

Any milk vessels or boxes with milk vessels which are missing must be at once demanded at the receiving office, otherwise no subsequent claim for them can be entertained.

Calculation of Freight.—For every transit account a monthly statement will be prepared at the despatching station, in which the quantity of milk according to the number of litres marked on the vessels and the weight of the boxes with full milk vessels (for calculation of freight outward and on the return journey), will be entered, and also the weight of the returned milk vessels, whether empty or filled with skim-milk, buttermilk, or whey, and of the boxes returned with empty vessels (for calculation of freight on return journey), will be entered from the daily way-bills.

The weight of the returned milk vessels, whether empty or filled with skim-milk, buttermilk, or whey, and of boxes with empty milk vessels is not entered until return at the receiving station from the entries on the way-bills. On the last day of the month the freight account is closed, and the freight on the *total weight* of whole milk and cream (with a minimum, however, of 500 kg.), calculated according to the ordinary parcels goods rate, and also on half the weight of the returned milk vessels whether empty or filled with skim-milk, buttermilk or whey, and of the boxes returned with empty milk vessels. If the freight so calculated amounts to less than 5 M., then the latter sum is charged.

If the transit arrangement is made during the course of a month, then not less than 16 kg. per day and not less than one-sixth of a mark are charged. If the arrangement is given up before the expiration of a calendar month then a minimum sum of 5 marks is generally charged for the transit already effected. If, however, the sender or consignee dies during the course of a month, or if the forwarding of the milk becomes impossible from unforeseen circumstances not dependent upon the will of the contractor, for example, an outbreak of foot and mouth disease, then freight is charged for the time elapsed on a minimum weight of 500 kg., or not less than one-sixth of a mark per day, whichever be more favourable to the railway administration.

In calculating the weight of milk not carried in vessels set in boxes, one litre of whole milk, rich milk, cream, skim-milk, buttermilk, or whey, inclusive of the vessel, is counted as 1 kg. Every 10 kg. commenced is counted as full 10 kg. The freight to be charged will be calculated evenly to 10 pf., sums of less than 5 pf. not being counted, and sums of 5 pf. and upwards taken as the full 10 pf.

Errors in the monthly account cannot be corrected later on.

Payment of Freight.—The freight may be paid, at the option of the contractor, either at the despatching station, or it may be left to be collected at the receiving station from the consignee.

Freight is to be paid within three days after the bill has been furnished. If after the expiration of this time limit the freight left for collection to the receiving station has not been paid in by the consignee, then the contractor becomes liable to the railway for the debt. If the contractor is in arrears with his payment, then the further transit of milk on these conditions may be refused.

Payment by Instalment.—When the amount of freight entered in the course of the month has reached the full amount of his credit, then the contractor must pay an instalment of the amount due, otherwise the transit of further consignments of milk on these conditions may be refused.

NOTIFICATION OF THE REGULAR TRANSIT OF MILK CONSIGNMENTS WITH DELAYED PAYMENT OF FREIGHT.

"The undersigned, with full acknowledgment of the "regulations printed above, hereby desires to notify "the consignments of milk described below (1) for "regular transit from the despatch office at.....
.....

"1. Station of destination.....

"2. Consignee .....

"3. Number of vessels to be forwarded—boxes con-"taining milk vessels.....

"4. Capacity of vessels.....litres.
"Weight of boxes with full milk vessels.....kg.

"5. Weight of empty vessels.....kg.
"Weight of boxes with empty milk vessels.....kg.

"6. It is desired that the full vessels—boxes with "full milk vessels—be forwarded by train No..... "and that empty vessels—boxes with empty milk "vessels—to be returned by train No.....

"7. The consignments will commence on.....190

"Signature.....

"(1.) Portions not required are to be struck out."

150. Milk vessels filled with skim milk, butter milk or whey.

For the return conveyance of vessels which have been used for occasional consignments of milk when marked with the name of the owner to whom they are being returned, freight is charged for *half the actual weight*, but with a minimum as for 20 kg. at the rates of the general parcels goods class.

151. Goods of malodorous nature.

Perishable animal refuse, such as unsalted fresh hides, fat, bones, horns, hoofs unlimed, fresh glue, leather, and all other goods which diffuse an unpleasant odour or which excite disgust (with the exception, however, of manure and fresh calves' stomachs), are only admitted to transport under the following conditions:—

A.—Perfectly dry and clean bones, pressed tallow, hoofs, *i.e.*, the horny feet of ruminating animals, without bones and soft portions, if packed in stout sacks, are accepted as small goods.

B.—Goods not named under A above, but of the same nature, are only admitted to transport as small goods if packed in tightly-closed casks, tubs, or boxes. Way-bills must enumerate the goods packed in such receptacles. They are carried only in open wagons.

C.—Fresh sinews, unlimed fresh glue, leather, and refuse from the same, also unsalted fresh hides and bones not cleared of flesh and skin fragments, when offered for transit in wagon loads are subject to the following regulations:—

(*a*) From 1st March to 31st October these goods must be sent in strong whole sacks, which must be then wetted with diluted carbolic acid, so that the putrifying smell is not noticeable. Every consignment must be covered with a stout cloth soaked in diluted carbolic acid, and the latter completely covered with a thick untarred waterproof cover—these covers to be supplied by consignor.

(*b*) In the months of November, December, January, and February the goods need not be packed in sacks. Consignments must, however, be covered with a stout cloth, and this again covered with a large water-tight untarred cover. The undermost cover must if necessary be soaked in diluted carbolic acid, so as to prevent the bad smell. Covers to be supplied by sender.

(*c*) Consignments the smell of which cannot be obviated by the use of carbolic acid must be packed in strong, tightly closed vats or tubs, in such a way that the smell of the goods cannot penetrate the packing.

D.—The conveyance of the goods not named under C, but of similar nature, is effected in open wagons under tarpaulin covers. Covers to be provided by consignor.

E.—Railways may require prepayment of freight.

F. Sacks, vats, or tubs, in which and under which goods of this kind are forwarded, are only admitted to transit when they have lost their bad smell by suitable treatment with carbolic acid.

152. Disinfection of goods wagons.

The railway is bound to disinfect wagons in which natural manure or goods of a malodorous nature have been conveyed loose after every time of using in the same way as in the case of disinfection of cattle wagons. Costs of disinfecting (1 M. per wagon) must be paid by consignor or consignee.

153. Oversea Export Regulations.

In so far as, in the goods classification of the German railway goods tariff, the application of reduced rates or more favourable freight conditions is dependent upon the fact of export, or when exceptional tariffs for export are in existence, such re-

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

ductions in rates or favourable freight conditions are only granted on the following conditions:—

Export rates are only put into force by the consigning station when the way bill contains the export mark either in the place reserved for the address, and under the heading "Transport route desired," or in the space where the contents are declared.

This mark in the case of small goods must be as follows:—

"For export over sea to foreign countries," or "For export over sea to German colonies."

In the case of wagon-load goods the mark must be as follows:—"For export over sea," unless in accordance with the regulations, export over sea to a non-German or non-European country must be specially prescribed in the way-bill.

The consignor is bound to mark small goods consigned for export in a clear and durable manner with the words, "Export goods," as well as with the name of the port from which they are shipped. If gummed labels are used they must be of a bright green colour.

In the case of wagon-loads of export goods the following particulars are to be entered on the back of the way-bill, and on the half of it which does not contain (on the front) the statement of the fees payable, the number, mark, and description of the parcels loaded into the wagon, weight of each parcel, or total weight of each class of goods when several parcels of the same class are loaded.

For each wagon containing export goods one way-bill is to be made out. The consignment of several such wagons on one way-bill is not permitted.

If only a portion of a wagon-load consignment described as export goods and despatched in accordance with the export tariff is actually exported, then the rate is not altered if the portion not exported does not amount to more than five per cent. of the weight taxed.

If the portion not exported exceeds five per cent. of that weight then the difference in freight for the whole consignment is collected afterwards. These provisions do not apply to export parcel goods.

If in the case of parcels only a portion of a consignment is exported, then the difference in freight for the whole consignment entered on a way-bill is collected subsequently.

154. Goods in exceptional tariffs.

There are in operation a number of exceptional tariffs for specific commodities conveyed for use within the country and for export to foreign countries (including the German colonies). To each of these tariffs is attached special conditions. In any instance in which such an exceptional tariff is used for purpose of comparison the attending conditions

CALCULATION OF FREIGHT CHARGES—*continued.*

Germany—*continued.*

will be fully shown. The commodities to which these tariffs apply include, amongst others, the following:—

Interiorally used commodities—Beer (in barrels), chestnuts and fresh nuts, milk (conveyed by contract), articles sent from art and industrial museums, Berlin, to the provinces, for purposes of exhibition, wood (round and coarsely worked), raw materials, such as coal, coke, charcoal, compressed peat fuel, manures, lime, phosphates of all kinds, earth, sand, gravel, china clay, peat mould and ores, potatoes, roots, slag (transformed) clay, peat litter and peat mould, potash, lime and marl for manurial purposes, iron and steel for building, raw sugar going to refineries, and grain of various kinds for seeding purposes. Commodities for export—Beet sugar, grain (various kinds), roots, malt, milling products, dextrine, starch, iron and steel, and goods made therefrom and raw iron.

155. Disbursements and reimbursements.

For monies paid out or collected on behalf of a consignor the railway charges commission at the following rate.

Amount up to 100 marks, 1 per cent.
For first 1,000 marks, 1 per cent.
Amounts over 1,000 marks, ½ per cent.
Minimum, 10 Pf.

156. Accessory fees.

The following accessory fees in addition to those already referred to are payable in respect of goods conveyed by railway:—

Price of way-bill forms and declarations, each, (Interior Traffic.)	1 Pf.
,, way-bill forms and declarations, each, (International Traffic.)	2 Pf.
,, Customs and tax forms where required,	1 Pf. or 3 Pf.
,, Statistical forms where required,	1 Pf. or 2 Pf.
,, For filling up and issuing where required,	10 Pf.
,, For filling up duplicates,	10 Pf.
,, For supplying and issuing receipt forms,	10 Pf.
,, For stamping forms not printed at expense of railway, per 100,	10 Pf. or 20 Pf.
,, Declaration as to absence of packing—Single form,	1 Pf.
,, Declaration as to absence of packing, 100 forms,	75 Pf.

157. Bases of normal rates.

The bases on which all normal or ordinary rates are calculated are shown on the attached statement.

UNIT RATES ON GERMAN RAILWAYS FOR GOODS TRAFFIC.

—	—	Express Goods ("Beschleunigtes Eilgut").	Quick (or Fast) Goods. ("Eilgut.")	SLOW GOODS ("FRACHTGUT").								
				Slow Small Goods.	Special Tariff for certain Small Goods.	General Wagon-load Classes.		Special Tariffs.				Exceptional Tariffs.	
						A.	B.	A.	I.	II.	III.	1 (Timber).	2. (Raw Materials).
				Pfennig.									
Prussian and Saxon State Railways.	Conveyance Rates, 100 Kg. and 1 Km.	For Small Goods, double the Rate for Quick Small Goods. For Wagon-loads, four times the Rate for Slow Wagon-load Goods.	Double the Rates for Slow Small Goods and Wagon-load Goods.	*	0·80	0·67	0·60	0·50	0·45	0·35	Up to 100 Km. 0·26. Over 100 Km. 0·22	0·3	DISTANCES: Up to 21 Km. 0·26. Up to 350 Km. 0·22. For greater distances, an addition of 0·14.
	Station Terminal Charges for 100 Kg.			Up to 10 Km. 10. For every extra 10 Km. 1. Over 100 Km. 20.	For Slow Small Goods.	Up to 10 Km. 10. For every extra 10 Km. 1. Over 100 Km. 20.	Up to 10 Km. 8. 11-20 Km. 9. 21-30 Km. 10. 31-40 Km. 11. Over 40 Km. 12.	Up to 50 Km. 6. From 50-100 Km. 9. Over 100 Km. 12.					Up to 21 Km. 6. Over 21 Km. 7.

* Conveyance Rate up to 50 Kilometers, 1·1 Pfennig per 100 Kg. and Km.

Unit Rates of	51-200	Kilometers,	1·0	do.	do.	Unit Rates of	301-400	Kilometers,	0·8 Pfennig, per 100 Kg and Km.
Do.	201-300	do	0·9	do.	do.	Do.	401-500	do.	0·7 do. do.
						Do.	over 500	do.	0·6 do. do.

HOLLAND.

158. Unit of weight.

159. Minimum of weight.

Consignments of less than 50 Kg. are reckoned as 50 Kg., additional weight in the case of small or parcel goods being calculated per 10 Kg., or part, and in the case of wagon-loads per 100 Kg., or part. In the case of goods not accepted according to weight, freight is calculated according to the tonnage of the wagons, their cubic capacity, or the space occupied in accordance with any conditions laid down in the tariffs applied or the special traffic regulations of the railways. Weight of goods is ascertained by weighing or by calculation on the basis of the standard figures given in the Railway Tariffs.

Goods offered for conveyance are rated as Quick or Slow Goods according as they are handed in with a regulation blue way-bill for Express Goods, red way-bill for Quick Goods, and white way-bill for Slow Goods.

Express Goods.

("*Bestelgoederen.*")

159*a* Rates for Express Goods.

All consignments of goods not specially excepted, and under 300 Kg. in weight, unless it is expressly requested that they be carried as Fast or Slow Goods, and consignments over 300 Kg., when desired by sender, are forwarded by ordinary Passenger trains. The rates for such goods include delivery (where organised) to consignee within the boundaries of the district ("parish") in which the railway station is situated, or within a radius of 3 Km. from the station to remote places. Collection is not included in the rates, except in a few specific places for consignments of 10 Kg. and under. The following are the rates charged for Express Goods:—

(*a*) Consignments of 10 Kg. and under for any distance:—

Up to 1 Kg.	From 1 to 3 Kg.	From 3 to 5 Kg.	From 5 to 10 Kg.
Cents.	Cents.	Cents.	Cents.
15	20	25	30

(*b*) Consignments over 10 Kg.—First 10 Kg. 30 cents, as above; every additional 10 Kg., as under:—

Km. 1-10.	Km. 11-20.	Km. 21-50.	Km. 51-100.	Km. 101-150.	Km. 151-200.	Km. 201-250.	Km. Above 250
Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
4	5	6	9	12	17	22	27

Quick or Fast Goods.

("*Ijlgoederen.*")

160. Quick Goods.

Quick Goods consigned as Parcels Goods or Wagon-load Goods are charged double the freight of Slow Parcels or Wagon-load Goods. The minimum charge for Quick Parcels Goods is as for 50 Kg., additional weights being reckoned per unit of 10 Kg. The minimum charge per way-bill is 0·30 Fl., including cost of loading and unloading.

Slow Goods.

("*Vrachtgoederen.*")

161. Slow Goods.

All consignments of less than 5,000 Kg. are charged at ordinary Parcels Goods Class rate (see basis of calculation attached) unless freight for 5,000 Kg., according to the proper Wagon-load Class is cheaper, in which case the latter mode of charging is applied with due observance of the conditions applicable thereto. Goods which are unsuitable when in an unpacked condition for loading with other goods, and

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goods which on account of their dimensions cannot be loaded through the door of an ordinary ten-ton closed goods wagon are excluded from Parcels Goods Class.

Certain specified goods, such as potatoes (fresh and dried), grain, offal, flour, beans, draff, peas, agricultural harrows, barley, millet, grains, grass seed, oats, oatmeal, hemp, hempseed, chaff, cottonseed meal, cloverseed, turnips, turnip seed, feeding cakes (of various kinds), cabbage seed, agricultural implements (as rakes, spades, and such like), flaxseed, Indian corn, meals of various kinds (including Indian meal), oilseed (not specially denominated), pearl barley, poppy seed, common ploughs, reaping implements (not machines), rye, rice, wheat, vetches, roots (vegetable), and bran, are charged under an Exceptional Parcels Goods Class rate if offered for transport in quantities of less than 5,000 Kg., the minimum weight charged for being 50 Kg., and additional weights counted by units of 10 Kg. The minimum charge per way-bill is 0·20 Fl., including cost of loading and unloading.

162. Wagon load Goods

The rates of Wagon-load Class A are applied to the carriage of all goods consigned with one way-bill in quantities of at least 5,000 Kg., or paying for that weight, and not belonging to Classes B or C or *Exceptional* Tariff No. 2, according to the Goods Classification, or for which, in accordance with the following conditions, no other mode of rating comes into account:—Goods which are unsuitable when in an unpacked condition for loading with other goods, and those which on account of their dimensions cannot be loaded through the door of an ordinary ten-ton closed goods wagon are excluded from Wagon-load Class A. If for consignments consisting of goods belonging to Class A, wagons of *more than* ten tons burden are asked for by the consignor, and such carrying stock is provided, freight is charged for at least half the tonnage capacity of the wagon used.

The rates of the Wagon-load Class B are applied to goods which, according to the classification, belong to that class, if they are consigned with one way-bill in quantities of at least 5,000 Kg., or paying for that weight. If for this class traffic wagons of more than ten tons burden are asked for by the consignor they are charged for, as already described in the case of Class A Wagon-load Traffic. The freight for goods which according to the classification belong to Wagon-load Class C is always charged on at least 10,000 Kg. per wagon used. If such goods are offered in quantities of less than 10,000 Kg. they are charged at the rates and under the conditions of Class B, unless the charge as for 10,000 Kg. per wagon used according to Class C. is more advantageous to consignor or consignee. If, however, wagons of *less than* 10,000 Kg. *burden* are in such cases supplied by the railway, then freight is charged for the tonnage of these wagons Requests of consignors for wagons of less than 10,000 Kg. burden for conveyance of goods in Class C are not complied with by the railway. If the railway, owing to scarcity of 10,000 Kg. wagons, supplies wagons of greater capacity, then freight is charged only on the actual weight of the consignment loaded thereon, but for not less than 10,000 Kg. per wagon. A consignor may offer for transit with one way-bill goods of different kinds belonging to the same or to different Wagon-load Classes, each kind weighing less than 5,000 Kg., but forming together a complete wagon-load, and may load such goods together, irrespective of any provision to the contrary contained in the General Traffic Regulations. In such case the goods are charged at the rate for the Wagon-load Class to which the highest-rated goods in the consignment belong.

163. Bulky Goods.

The goods named in the classification, among which are included Cotton, Flax and Wool Refuse, Hemp, Hay, Straw in unpressed bales, Bedding, Trees and Plants, Butter Tubs, Beehives, Sofa and Chair Frames, Cardboard Boxes (under 200 Kg. per cubic m.), Wheelbarrows and Handcarts, Perambulators, Empty Wooden Boxes and Boards and Laths, Cork, Agricultural Machines, Empty Match Boxes, Wooden Furniture, and Feathers, are charged at Exceptional Tariff No. 1. For such goods when carried either by quick or slow transit the freight is calculated on

CALCULATION OF FREIGHT CHARGES—*continued.*

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double the actual weight. If it be more to the interest of consignor or consignee when the traffic is carried as quick goods to charge as for 10,000 Kg. per wagon used of ten ton burden at most, or when it is carried as Slow Goods to charge as for 5,000 Kg. per wagon used of ten tons burden at most, and both according to rate of Class A when conveyance is in closed or covered wagons, and according to rate of Class B when conveyance is in open wagons, then that mode of charging is applied. If, on application of the consignor, wagons of more than ten tons burden (to which, however, he has no right) are placed at his disposal, then when goods are conveyed by Quick Transit, freight for the whole tonnage capacity of the vehicle is charged, and when conveyed by Slow Transit freight for at least half the tonnage capacity of the wagon used is charged, if the cost of carriage calculated as double the actual weight at the rates for Quick or Slow Goods, as the case may be, does not come cheaper. Bales of Goods which when forwarded in an unpressed state come under Exceptional Tariff No. 1 are regarded as "unpressed" when they do not weigh at least 200 Kg. per cubic metre.

Goods which are defined in the Classification as coming under Exceptional Tariff No. 2 are carried in closed wagons, or wagons covered with tarpaulins, at the rates of Wagon-load Class B when they are consigned in lots of at least 5,000 Kg., and at the rates of Wagon-load Class C when freight is paid on at least 10,000 Kg., or when wagons of less than ten tons capacity are used, for the whole tonnage of such wagons. If for consignments of Goods under Exceptional Tariff No. 2 wagons of *more* than ten tons capacity are asked for by the consignor, and, if such vehicles are supplied, freight is charged according to the rates of Wagon-load Class B for at least the half of the tonnage capacity of the wagons used, provided, however, that if the freight for 10,000 Kg. under the rate for Wagon-load Class C is cheaper, the latter rate shall be applied.

164. Empty Packages

Packing materials returned empty, which, in accordance with the original way-bill (to be produced by the sender of the empties) have been carried full over the same part of the railway at the rates of the *ordinary* tariff, when conveyed as Slow Goods are charged as follows:—(*a*) Carboys (earthenware), bottles and pitchers in baskets, and demijohns, at the rate of Parcels Goods Class on half the actual weight, but for a minimum of 1,000 Kg. per wagon used, unless the charge on the *full actual* weight is more to the interest of the sender or consignee, in which case the latter is applied; (*b*) Beer Casks or Barrels, and in general, all packing materials in which malodorous goods or stuffs have been carried are charged at the rates of the Parcels Goods Class on half the actual weight, but with a minimum of 1,000 Kg. per wagon used; (*c*) Sacks and Covers for packing bales of cotton, wool, and the like, are carried *free*, provided the return journey takes place within one month, and the consignment is accompanied by a way-bill on which is clearly written "To be carried free." In this case the railway is not responsible for damage or other detriment occurring to the Sacks or Covers. If the foregoing instruction be omitted conveyance is charged as under condition ("*d*") given immediately hereafter; (*d*) all other packing materials, although not named in the Goods Classification, also yarn-winders or reels, returned empty and cardboard cases, are charged at the rates of Parcels Goods Class on *half* the actual weight with a minimum of 0·20 Fl., even when the charge as for 5,000 Kg., according to the Wagon-load Class is cheaper. For packages returned empty by Quick Transit, and which, according to the original way-bill (to be produced by the sender of the empties), have already travelled full over the same portion of the railway as delivered *Parcels* or Quick Goods, freight is calculated at the ordinary Quick Goods rate on the *actual* weight with a minimum of 0·20 Fl. For packing in which objectionable goods or stuffs have been carried freight on at least 1,000 Kg. per wagon used is, however, charged. For packing materials forwarded empty, in order to be carried back when full over the same section of railway, the same reduced freight is charged as for packing

CALCULATION OF FREIGHT CHARGES—*continued.*

Holland—*continued.*

materials returned empty, provided it is clear from the way-bills handed in with the packing materials when forwarded that they are intended to be carried full later on over the same section of railway, and that the *consignment* then weighs at least 5,000 Kg. In such cases the ordinary rate is applied on the outward journey, the difference between the rate thus charged and that calculated as previously described being refunded when the packings are sent back full on production of the original way-bill. The foregoing methods of calculating freight on packing materials do not apply when a higher value than 60 cents per Kg. or a money interest in delivery has been declared in respect of them.

165. Objects of unusual dimensions or weight

Indivisible objects for the loading of which special appliances are required, or which, on account of their dimensions or weight, cannot be carried on ordinary ten ton wagons, are only accepted for transit when a special agreement as to cost of conveyance has been made by the sender with the forwarding station. Consignments which are unsuitable when conveyed unpacked for loading with other goods and goods which (irrespective of packing), on account of their nature, *i.e.*, smell, uncleanliness, danger of leakage, etc., require, in the opinion of the forwarding station, the use of one or more separate wagons, are charged according to Parcel Goods rates at two-and-a-half times the weight of the consignment, with a minimum of 1,000 Kg. per wagon used. The freight thus calculated per wagon used of at most ten tons burden may not exceed that for 5,000 Kg., under Wagon-load Class B, when carried in open wagons, or of Wagon-load Class A when carried in closed wagons. If goods or objects are consigned in lots of less than 5,000 Kg., and on account of their dimensions cannot be loaded through the door of an ordinary ten-ton closed goods van, necessitating the use of one or more open sides, then, if the cost for 5,000 Kg. according to the proper Wagon-load Class is not cheaper, the freight is calculated at Parcel Goods rate for two-and-a-half times the actual weight, with a minimum of 1,000 Kg. per wagon used. In conveying objects for which, in the judgment of the forwarding station, one or more runner wagons are necessary (such as long timber, long iron bars, etc.), then, in addition to the freight for the principal load, a charge of 0·03 Fl. per Km. is made for each runner wagon used. Consignors of goods necessitating the use of runner wagons are allowed to load on these wagons goods destined to the same station as the goods forming the principal load under the following conditions:—The goods must be so loaded that the centre of gravity shall lie, if possible, in the centre of the wagon, between the principal load and the side-walls of the runner-wagon, or the goods loaded thereon, a margin of 30 cm. must be left if the principal load reaches only half-way along the runner wagon, and a margin of 50 cm. must be left if it reaches beyond the half-way; also, between the principal load and the floor of the runner wagon, or the articles loaded on it, there must further be a vertical distance of 10 cm. for margin. The goods loaded on the runner wagon must be so secured by the centre that shifting or touching the main load is impossible. For goods so loaded on a runner wagon the ordinary normal rate is charged, but this must be accepted by the railway in part-payment of the charge for the runner wagon. If the normal freight for the goods loaded on the runner wagon is more than what is to be paid for the wagon, then no special charge is made for it. If conveyance is effected by means of coupled wagons (timber trucks) then, if freight is not calculated according to Wagon-load Class C rate, a charge as for at least 5,000 Kg. is made for every wagon used.

166. Exclusive use of Wagons.

For goods consigned in lots of less than 5,000 Kg., for which the sender asks for use of a separate wagon, irrespective of whether the wagon is sealed by him, freight is charged for 5,000 Kg., according to the Wagon-load Class to which the goods belong.

167. Goods of malodorous nature.

The regulations in Holland are identical with those given for Germany.

168. Disinfection of Goods Wagon.

The cost of disinfection of wagons used for conveyance of malodorous goods and manure must be borne by the sender or consignee. The fee is 0·60 Fl. per wagon.

CALCULATION OF FREIGHT CHARGES—*continued.*

Holland—*continued.*

169. Special Rates.

In addition to the ordinary rates, there are in Holland many specially reduced rates for Interior, Import, and Export Traffic.

These special rates apply as under:

For Interior Traffic on the Holland Railway and on the Dutch State and Central Railways, or on one or other of these systems, various goods (mainly agricultural commodities), from March to the end of November in each year, 10T, 5T, and less than 5T lots. Peat Litter 10T lots, Compost and Sewage 10T wagon-loads, Grain, Grain Offal, and Feeding Cake, 10T and 5T lots, Potatoes 10T lots, Natural and Artificial Manures 10T and 5T lots, Beetroots, Clay and Sand, Bricks, Basic Slag, Tiles, Hay, Straw, Meal, Groats, Oatmeal, Sawn Wood, Cabbage, etc., Chloride of Lime, Mineral Acids, Crockery in 10T lots, Preserved Vegetables 10T and 5T lots, Tobacco 5T and less than 5T lots, Rushes for mat-making, Flax (unritted), Beer and Ice in Owner's tanks, Peat, New Wooden Boxes, all in 5T lots, Linen Goods and Soda in 5T and less than 5T lots, Refined Sugar 5T lots, Bulbs, Grain, Husk Fruits, Seeds, Fruit (tree, garden, and forest), Vegetables and Fruits (except grapes), and Butter, Margarine, and Eggs by Fast Trains, Paper, Milk, Liquorice in barrels, Bacon, Smoked and Salt Meats, Potatoes from June till August, all in any quantity, Timber and Planks 250T in twelve months, Coal and Coke 45 and 5T lots, Coal and Coke in 200-300 Train-loads under yearly agreements.

For Import Traffic, various kinds of goods (mainly agricultural products) from March to end of November in each year, 10T, 5T lots, and less than 5T lots; various kinds of goods (chiefly raw materials and manufactured goods), 10T and 5T lots, Grain 10T, Earthenware 10T and 5T, Canes 10T, Pottery 10T, Resin 10T, Jute 10T and 5T, and less than 5T, Cottonseed Oil 10T, Chalk 10T, Margarine, Lard and Fat 10T, Dyewoods 10T, Seeds 10T, all kinds of goods in 10T, 5T, and less than 5T lots, Cotton and Yarn 5T and in less than 5T, Machines 5T and less than 5T, Agricultural Implements 5T, Glass and Glassware 5T, Oakum, Hemp, Honey, Artificial Wool, Paper, Raw Sugar, Tobacco, Flax, Wool, all in 5T lots, and Bulbs in any quantity.

For Export Traffic.—Earthenware in 10T and 5T lots, Canes 10T, Pottery 10T, Resin 10T, Jute 10T, Cottonseed Oil 10T, Chalk 10T, Margarine, Lard and Fat 10T, Dyewoods 10T, Seeds 10T, Condensed Milk 10T, Drapery 5T and less than 5T, Glass and Glassware 5T, Oakum and Hemp 5T, Honey 5T, Artificial Wool 5T, Agricultural Implements 5T, Paper 5T, Raw Sugar 5T, Tobacco 5T, Flax 5T, Wool 5T; various goods (mainly Agricultural Commodities), from March to end of November, 10T, 5T, and less than 5T. All kinds of goods in any quantity. Various kinds (mainly Raw Materials and Manufactured Goods), 10T and 5T. All kinds in 10T and 5T lots.

Where any of the above rates are used in comparison with Irish rates full particulars will be shown.

170. Disbursements and reimbursements.

Disbursements (*i.e.*, "*paid ons*") when under 50 Fl. are paid out directly (at once), but when 50 Fl. or upwards are not paid out until the amount has been collected from consignee. The payment of such advances is not incumbent on the railway, and is only done when goods are not liable to decay, and when their value exceeds the total amount advanced, together with the Freight and Accessory Fees for conveyance of the goods both outward and back. If direct payment is refunded by the railway the amount may be charged forward on the goods as a reimbursement.

Reimbursements (*i.e.*, cash on delivery) are not handed over to the consignor until they have been liquidated by the consignee, and an acknowledgment of the amount given to the forwarding station.

The Commission for Disbursements and Reimbursements is fixed in the Accessory Fees Tariff at ¼ per cent. on amounts over 5 Fl. Minimum 0·15 Fl. If the commission is not paid by the sender it is charged to the consignee. No commission is charged on amounts paid out as freight and other expenses with which goods are charged when taken over from another railway.

171. Accessory fees.

Way-bill.—Charge for single form, 0·01 Fl.

Stamping of forms not printed by railway, 0·05 Fl. for 10 forms.

Filling in way-bills when done by railway, 0·05 Fl. each.

Shunting Fee.—When by arrangement loading and unloading is effected on lines other than those prepared for the purpose within the precincts of the railway, the fee for bringing wagons to and removing them from such place of loading or unloading is 0·50 Fl. per wagon.

Premium on Value declared above 60 cents per Kg.—For each unit of 150 Km. 0·01 Fl. per 10 Fl. calculated evenly to 5 cents above, minimum 0·10 Fl. per consignment.

Declaration by Sender as to absence or insufficiency of packing of goods, per form, 0·05 Fl.

172. Bases of rates.

The bases of calculation of normal or ordinary rates are shown on the attached statement.

UNIT RATES ON DUTCH RAILWAYS FOR GOODS TRAFFIC.

State and Central Railways.

—	Per	Express Goods (Bestelgoederen)	Quick (or Fast) Goods. ("Ijlgoederen.")	Slow Goods ("Vrachtgoederen.")				
				Parcel Goods.		Wagon-load Classes.		
				Normal.	Exceptional Class.	A.	B.	C.
				Florin.				
From 1- 50 Kilometers. ...	1,000 Kg. and 1 Km.	Unit Rates given in preceding Text.	Double the Freight for Slow Parcel Goods or Wagon-load Class†.	0·04	0·035	0·03	0·025	0·02
From 51-150 do. ...				0·03	0·025	0·025	0·02	0·01
From 151-250 do. ...				0·02	0·02	0·02	0·01	0·01
Over 250 Kilometers. ...				0·01	0·01	0·01	0·01	0·01
Station Terminal Charges. ...				0·70*	0·70*	0·50	0·50	0·50

* The Terminal Charges for Quick Goods and Slow Parcel Goods include loading and unloading fees.
† According as Goods are presented as Small Parcel or Wagon-load Goods.

CALCULATION OF FREIGHT CHARGES—*continued.*

DENMARK.

173. Minimum weight and freight.

The freight for each consignment is calculated on the basis of the rates, which show for each class the freight per 100 Kg. for the different distances, and the total charge is worked out to a multiple of 10 Ore. Where no other minimum is specified the lowest freight charged is 30 Ore. The gross weight for freight purposes is worked out to a multiple of 10 Kg. in the case of Slow Parcel or piece Goods, and to a multiple of 100 Kg. in the case of Slow Wagon-load Goods. Consignments under 20 Kg. are reckoned as 20 Kg.

EXPRESS GOODS.

("*Ekspresgods.*")

174. Express Goods.

General Goods and Live Poultry are carried by *Express* train (*i.e.*, by a certain train, and as quickly as the time-table allows), when handed in with a Brown Way-bill. For conveyance of such goods the Rate 1, applicable to Quick Goods, plus 50 per cent., is charged with a minimum of 75 Ore. The freight calculation is made as follows:—The original weight is increased by 50 per cent., and is then worked out to a multiple of 10 Kg., the smallest weight charged for being 30 Kg. If light goods are sent by express train the augmented weight mentioned above is increased by 50 per cent., and then worked out to a multiple of 10 Kg., the smallest weight charged for being 50 Kg.

When the easily perishable Goods hereafter described are handed in with a Brown Way-bill they are conveyed as Express Goods, and charged under Rate 1 (*i.e.*, as for Fast Train Goods).

QUICK (OR FAST) GOODS

("*Ilgods.*")

175. Basis of Rate for Quick Parcel Goods.

All general Goods (except easily perishable goods) and Live Poultry intended for conveyance by quick train must be handed in with a Red Way-bill. They are charged at Rate 1, which is based on the following scale per 100 Kg.:—

Constant (or Station Terminal),	50 Ore	
Conveyance for first 60 Km.,	2 Ore	per Km.
,, next ,,	1·2 Ore	,,
,, ,, ,,	0·6 Ore	,,
,, each succeeding Km.,	0·3 Ore	,,

And the minimum charge is 50 Ore.

176. Basis of Rate for Perishable Goods.

In so far as traffic conditions do not prevent it, easily perishable goods, such as fresh bread, fresh and smoked fish, fresh and slightly salted bacon and meat (including Dead Fowl and Sausages, but not Game), fresh lard, fresh fruit (including nuts, but not fruit of southern countries), berries (including tomatoes), yeast, fresh vegetables (including edible onions and horse radish, but not potatoes), milk, cream, buttermilk, whey, cheese packed in boxes with cross-bars, and in baskets, etc., butter, eggs, and beer, when handed in with way-bills which do not include other goods are conveyed and charged as follows:—When handed in with a White Way-bill they are conveyed as Parcel and Wagon-load Goods at the same speed as Quick Goods, but charged only at Slow Goods rates. When handed in with a Red Way-bill they are conveyed as Parcel Goods at the fastest speed allowed by the time-table, but not, however, by Express train, and charged for conveyance 50 per cent. above Rate 2 (ordinary Slow Parcel Rate) for consignments under 400 Kg., which is based on the following scale per 100 Kg.:—

Constant (or Station Terminal),	15 Ore	
Conveyance for first 60 Km.,	1 Ore	per Km.
,, next ,,	0·6 Ore	,,
,, ,, ,,	0·3 Ore	,,
,, for each succeeding Km.	0·15 Ore	,,

The freight calculation is made by increasing the original weight by 50 per cent., and working it out to a multiple of 10 Kg. The minimum weight charged in such a case is 30 Kg., and the lowest freight 50 Ore.

CALCULATION OF FREIGHT CHARGES—*continued.*

Denmark—*continued.*

177. Quick Parcels prepaid by stamps.

Single packages of Goods up to 25 Kg. weight are conveyed by fast train between all stations and stopping places without a Way-bill when the following amount of Government Railway Stamps value 25 Ore each are affixed:—

Up to 5 Kg.,	1 Stamp	= 25 Ore
Over 5 Kg. and up to 10 Kg.,	2 Stamps	= 50 ,,
Over 10 Kg. and up to 15 Kg.,	3 Stamps	= 75 ,,
Over 15 Kg. and up to 25 Kg.,	4 Stamps	= 100 ,,

Parcels which have not a sufficient amount of stamps affixed are conveyed and charged as fast goods, without any allowance being made for the stamps used.

178. Basis of Rate for wagon load Quick Goods.

If Wagon-load Goods are consigned by Fast Train the freight is calculated without regard to the nature of the goods on double the prescribed weight of ordinary Wagon-load Goods, and according to Rate 4 (*i.e.*, ordinary wagon-load rate for slow transit), which is based on the following scale per 100 Kg.:—

Constant (or Station Terminal),	6 Ore	
Conveyance for first 60 Km.,	0·5 Ore	per Km.
,, next ,,	0·3 Ore	,,
,, ,, ,,	0·2 Ore	,,
,, for each succeeding Km.,	0·15 Ore	,,

The minimum freight for each wagon is 10 kronen.

SLOW GOODS.

("*Fragtgods.*")

179. Basis of Rate for Slow Parcel Goods.

Slow Parcel Goods in consignments under 400 Kg. in weight, or when that weight is not paid for, must be handed in with a White Way-bill, and are charged at Rate 2, which is based on the following scale per 100 Kg.:—

Constant (or Station Terminal),	15 Ore	
Conveyance for first 60 Km.,	1 Ore	per Km.
,, next ,,	0·6 Ore	,,
,, ,, ,,	0·3 Ore	,,
,, for each succeeding Km.,	0·15 Ore	,,

Slow Parcel Goods in consignments of at least 400 Kg., or when that weight is paid for, must be handed in with a White Way-bill, and are charged at Rate 3, which is based on the following scale per 100 Kg.:—

Constant (or Station Terminal),	15 Ore	
Conveyance for first 60 Km.,	0·66 Ore	per Km.
,, next ,,	0·4 Ore	,,
,, ,, ,,	0·2 Ore	,,
,, for each succeeding Km.,	0·15 Ore	,,

180. Basis of Rate for wagon load Slow Goods.

When Slow Goods are handed in as Wagon-load Goods the freight is calculated separately for each wagon, according to the goods loaded in it, with a minimum of 7,500 Kg. for a large wagon, and of 5,000 Kg. for a small wagon. The goods are charged at Rates 4, 5, or 6 (particularised later), according to the nature of the traffic, a reduction of 10 per cent. being given in the freight when at least 10,000 Kg. are sent in one wagon, or freight is paid for that weight, the calculation being made by decreasing the original weight of the goods (minimum 10,000 Kg.) by 10 per cent., and then working out to a multiple of 100 Kg. If the railway places two small wagons instead of one large one at a sender's disposal they are reckoned as one large one, and if the railway in absence of a small wagon places a large one for disposal it is open to a sender to load it with goods up to 6,300 Kg. (*i.e.*, 6,000 Kg. + 5 per cent.) on payment as for a small wagon, but if a heavier weight than this is loaded in it charge is made as for a large wagon. The minimum freight charged in respect of each wagon ordered is 5 Kronen. For the use of closed wagons an additional freight charge is made of 40 Ore per wagon and of 10 Ore for every 10 Km. or part thereof of the conveyance distance. (This applies also to fast goods.)

CALCULATION OF FREIGHT CHARGES—*continued.*

Denmark—*continued.*

All kinds of Goods conveyed in whole wagon-loads, except those which come specially under the reduced wagon load Rates 5 and 6 (referred to later) are charged at Rate 4 already stated.

Goods such as Bark, Pitch, Bone Ashes, Concrete, Tow, Grains, Cement, Drain Pipes, Artificial Cattle Feeding Stuffs (*i.e.*, Cake, etc.), Seeds for oil pressing, Plaster and Plaster Work, Glassware (hollow), (*i.e.*, Bottles, Drinking Glasses, Lamp Glasses, etc.), Straw for paper-making, Pig and Scrap Iron, Cabbage Heads, Lime, Mortar, Rags, Corn Goods and Mill Manufactures (including Wheat, Rye, Barley, Oats, Indian Corn, Rice, Vetches and Peas, Malt and Malt Dust, Flour, Bran, and Groats of all kinds), Potter's Ware and Brick Manufactory Products, except those coming under Rate 6 (including China, Delft Ware, Crockery, Majolica, and Terra Cotta), Molasses, Plants (Living), Root Fruits (Turnips, Potatoes, and Edible Onions), Salt (Kitchen and Table, Rock Salt, Glauber's Salt, Wood Effects (as Christmas Trees, Horse Chestnuts, etc.), Slates, Stone for Building, Millstones, Grinding Stones, Stone Slabs, Marble Slabs, Glazed Tiles, Tar, Timber for Building and other Purposes, planed or unplaned (as Beams, Boards, Laths, Planks, Rafters, Sleepers, Telephone and Telegraph Poles, Creosoted included, and Pit Props), Wood Pulp for paper-making, Rough Wooden Articles (as Shovel and Rake Handles, Spokes, Naves, Fellies, Pegs, Bungs, Stave and Butt Corks, Staves, Wooden Blocks for Paving, Hoops, Willows, barked, etc.), Charcoal, Compressed Peat Fuel, Wood Wool, Oakum, etc., are charged at Rate 5, which is based on the following scale for 100 Kg. :—

Constant (or Station Terminal),	6 Ore	
Conveyance for first 60 Km.,	0·33 Ore	per Km.
,, next ,,	0·2 Ore	,,
,, ,, ,,	0·15 Ore	,,
,, for each succeeding Km.,	0·12 Ore	,,

Goods such as Bones (whole and powdered), Fodder Crops, fresh (as grass, clover, etc.), Cullet, Manures (natural and artificial of all kinds, including manure salts), Straw, Hay, Seaweed, Chaff, Heather, Leaves, Moss, Rushes, etc., Ice, Porcelain—earth, Sand, Brickdust, etc., Bog Iron Ore, Mollusc Shells, whole and broken, Rough Stone (as boulders, broken stone, quartz, flint, marble, basalt, limestone, sandstone, etc.), Pulverised Stone, Paving Stones, Burnt Stone, Firebrick, Tiles, Clinkers, Arch Stones and Ordinary Moulded Bricks, Coal, Briquettes, Coke, Cinders and Ashes, Sugar Beets and Refuse and tops of same, Woods in lengths up to 1·3 metres split or unsplit and with or without bark, Wood Refuse up to 1·3 metres in length, Wood Shavings, Twig Firewood, Willows, unpeeled, used Empty Barrels, Turf, Turf Litter, Turf Mould, and Moss Litter, are charged at Rate 6, which is based on the following scale per 100 Kg. :—

Constant (or Station Terminal),	6 Ore	
Conveyance for first 60 Km.,	0·2 Ore	per Km.
,, next ,,	0·15 Ore	,,
,, ,, ,,	0·125 Ore	,,
,, for each succeeding Km.,	0·1 Ore	,,

181 Mixed consignments. It is open to a trader, at his own risk, to load together different kinds of goods in one wagon, in as far as no special regulation prohibits it. The freight in such case is calculated according to the highest tariffed goods included in the consignment.

182. Milk traffic. When milk (under which is included cream, buttermilk, and whey), butter and beer (all of which are on the list of "Easily Perishable Goods") are sent in whole wagon-loads it is permissible to complete the wagon-load during the journey with goods of the same kind, or to unload some of the goods at intermediate stations, but both loading and unloading of a wagon *en route* are not permitted on one and the same journey. In case of loading or unloading *en route* the freight is calculated from the wagon's starting station to the station of ultimate destination on a weight equivalent to the full bearing capacity of the wagon, which must not be exceeded. The Way-bill in such cases must be made out for one sender and one consignee.

CALCULATION OF FREIGHT CHARGES—*continued.*

Denmark—*continued.*

183. Empty package Used packings (*i.e.*, returned empties, etc.), are conveyed as general slow goods, and charged according to the following scale per 100 Kg. :—

Distances.	Rates.	Distances.	Rates.
Km.	Ore.	Km.	Ore.
1–30	15	181–240	50
31–60	20	241–300	60
61–90	25	301–360	70
91–120	30	361–420	72
121–180	40	421 and over ..	75

The traffic to be handed in with a way-bill which does not include any other Goods. The freight is worked out to a multiple of 10 Ore, with a minimum charge per consignment of 30 Ore, except for—

1. Sacks and tarpaulins.
2. Milk cans of metal, also those with wooden covers, when they are stamped with the owner's name.
3. Fish boxes and fish baskets.
4. Butter and Margarine tubs.

The following cannot be included under the heading of "Used Packings," viz. :—

Paraffin Barrels and other Barrels which have been used for ordinary Commercial Goods, Boards, Laths, Binding Ropes, Packing Canvas, Hay (used for packing), Wooden Frames for the protection of Paper, Cheese, Cycles, and other Goods. Sticks for rolling paper, etc., on; Tanks for conveyance of Gases in liquid and compressed state, Hides and Skins, Carpets and Mats, Furniture, Trunks, etc.

If used packings are consigned and sent as Fast Goods the freight calculation is made according to the ordinary rules applying to Fast Goods Consignments.

184. Bulky Goods. Certain defined commodities and objects, the weight of which is small in proportion to the space which they occupy in the wagon, are considered as *light goods*.

When light articles are sent as *small* goods (Fast or Slow Transit) freight is calculated according to Rates 1, 2, or 3. The weight of the goods is increased by 50 per cent. The minimum weight for Rates 1 and 2 is 30 Kg., and for Rate 3, 600 Kg.

If light articles and other articles are sent with the same way-bill, the actual weight of the general goods is added to that of the light goods increased by 50 per cent. Freight is calculated for the weight so determined and rounded off in the usual way, on a minimum of 30 Kg. for Rates 1 and 2, and of 600 Kg. for Rate 3. If, however, a lower freight is arrived at for slow goods by calculating according to Rate 3 for a minimum of 400 Kg. for the general goods and according to Rate 3 for the light goods, this method of calculation is to be adopted.

In the case of light articles sent in wagon loads, freight is reckoned according to the general regulations for wagon loading already described, but the minimum weight on which freight is charged is only 5,000 Kg., even if a large wagon is ordered for the consignment.

185. Reimbursement and d bursem Senders may charge Goods carried by rail with "Reimbursement" (*i.e.*, Cash on delivery) up to their value. For such charge a fixed fee of 5 Ore per 10 Kr., or part with a constant of 15 Ore per consignment is payable whether the Reimbursement is paid by Consignee or not. Reimbursements are paid to Consignor in return for receipt as soon as sending station has been advised that Consignee has paid. If goods are delivered to a Consignee before he has paid the Reimbursement charge the railway company is responsible to the sender for the loss, and

CALCULATION OF FREIGHT CHARGES—*continued.*

Denmark—*continued.*

must indemnify him at once, not exceeding, however, the amount charged on the goods and without prejudice to their right to recover from the Consignee.

There is apparently no commission charged on Disbursements, *i.e.*, "Paid ons."

186. Interest in delivery.

The fee charged is 5 Ore per 10 Kr. per every 200 Km. of the distance carried.—Min., 40 Ore.

187. Accessory fees.

Way-bills, charge per form, 5 Ore—for 100 forms,	60
Stamping way-bills not supplied by the Railway, per 1,000 forms, or part thereof,	75
Filling in way-bills, each,	5
Filling in duplicates,	5
Receipt for goods per single form,	5
Receipt for goods per Book,	50
Receipt for goods, filling in per consignment,	5
	Kr.
Disinfection of goods wagons, per wagon,	1
Supplying meat hangers, per wagon,	1

AUSTRIA AND HUNGARY.

188. Unit of money.

Freight is calculated in Kilograms, unless another system is ordered, and Rates are expressed in Kronen, amounts under 5 Heller being omitted, and those of 5 H. to 10 H. being counted as 10. The freight is charged according as Goods are sent by Fast or Slow Transit.

189. Unit of weight.

In calculating freight according to weight of consignment the weight is always rounded off as follows:—For Fast Goods every 5 Kg. begun is counted as full 5 Kg., and for Slow Goods every 10 Kg. begun is counted as full 10 Kg., with a minimum weight as for 20 Kg.

190. Government duty charged on Goods traffic in Hungary.

In transit on the Hungarian Railways, a transport duty fixed by law is added to the freight. This duty amounts in the case of Quick Goods to 7 per cent. and of Slow Goods to 5 per cent. of the freight (including handling fees), and is included in the calculated Goods tariffs. If, however, freight has to be calculated by unit rates, then the handling fee, if any, and provided it is not included in the Unit Rate, is added to the freight for the distance in Kilometers, and to this sum is added the transport duty above referred to, fractions under a half Heller being omitted, and those of a half Heller and upwards being reckoned as 1 Heller.

If the total length of *a line of railway* is less than 8 Km., then freight for 8 Km. is charged on that line.

The minimum freight payable, as a rule, on all Austrian Railways is 40 Heller, and on all Hungarian Railways is 42 Heller.

EXPRESS GOODS.
("*Schnellzug Gut.*")

191. Rates for Express train transit

When Fast Goods are forwarded by request of the sender and with consent of the railway by express train, then the rate for ordinary Quick Goods, with an addition of 50 per cent., is charged. The minimum freight for such a consignment is 60 H. on the Austrian Railways and 64 H. on the Hungarian Railways, even when no transport duty is to be paid.

QUICK (OR FAST) GOODS.
("*Eilgut.*")

192. Rates for quick Goods transit.

These are divided as regards freight (see bases of charge in Statement appended) under the following five heads:—

1. *Ordinary Quick Goods* to which belong all goods not included under any of the four other heads.

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

2. *Reduced Quick Goods,* which include unfermented apple and pear juice, berries, beer, eggs, fats, butter, margarine, lard, bacon, tallow, fish salted or fresh, fresh meat, meat goods such as ham, sausages, etc., vegetables, hazel nuts, yeast, liquid and solid, in packages of not more than 50 Kg. each; honey, potatoes, chestnuts, cheese, crabs, malt, milk, cream and whey; mineral waters, cider, fresh fruit, fruit and forest trees, pottery, game.

3. *Specially Reduced Quick Goods,* to which belong certain specified used packages, but excluding sacks and milk cans.

4. *Ordinary Quick Goods, when consigned in lots up to 50 Kg. and 10 packages per way-bill,* and conveyed at double the rates of Class I., unless the normal rates of ordinary Quick Goods are cheaper.

5. *New and Old Sacks of all kinds and used Milk Vessels* bearing the owner's marks, when consigned as Quick Goods and charged at the rates for Class II., unless the rate for specially reduced Quick Goods is cheaper.

193. Mixed consignments.

When Fast Goods, for which different tariffs are provided, are handed in with one way-bill and packed either together or separately, the freight for the whole consignment is calculated at the rates of the class to which the highest rated articles in the consignment belong, unless when they are separately packed separate ratings work out cheaper. In the latter case separate calculations are made, the weight being rounded off in units of 5 Kg. for each class of goods.

194. Live poultry.

When sent as Fast Goods in coops or crates, with solid walls, are charged on the gross weight of the consignment at the rates for reduced fast goods. If such consignments are sent in baskets or sacks, then the rates for reduced fast goods, plus 50 per cent. on the gross weight, are charged, if the freight at ordinary fast goods rate does not come cheaper.

For Live Poultry, not enclosed, but simply handed in for conveyance as Fast Goods, and conveyed in Railway Poultry "Vans" (*i.e.*, small receptacles to be loaded in wagons), if such can be provided by the railway, freight is charged at the reduced fast goods rate for the sum of the weight of the poultry and the tare of the "Van," which is taken as 250 Kg., and when conveyed loose in Fowl Wagons or ordinary goods wagons belonging to the railway, freight is charged according to the ordinary Fast Goods tariff.

195. Breeding poultry.

Enclosed in coops, crates, baskets, and the like are charged at the reduced fast goods rate on the gross weight of the consignment. They must be accompanied by a certificate as defined hereafter in the regulation relating to transit by slow goods train.

196. Subscription rate, Fast Goods.

Regularly sent consignments of provisions or returned empty packages belonging to the ordinary fast goods class may be admitted for transport, accompanied by forwarding notes, and the freight paid in monthly accounts.

To such consignments the ordinary tariff conditions apply, with certain modifications.

Notice of sending to be given in writing at despatching station at least eight days before the first consignment is sent. Destination and name of consignee to be stated.

Cash security is to be given up to the maximum amount of freight paid in a month. This security to be treated as freight in advance, and not subject to interest.

Forwarding notes supplied by the railway are to be used. They can be bought at the stations at 3 Heller each, with impressed 2 Heller stamp, and at 11 Heller per form with 10 Heller stamp (the 3 Heller forms for use up to 38 Km., and the 11 Heller forms for longer distances).

A duplicate forwarding note can be had on request of sender, showing receipt of goods for forwarding. No receipt forms are issued.

Each parcel must bear consignee's address, and owner's marks must be plainly legible.

Milk vessels must have the official stamp of the revenue authorities.

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

Proof of deposit of security must be shown on demand of the station receiving the goods for transport.

Loading and unloading done by railway. Sender and Consignee, however, may be asked to assist in same.

Goods are sent by passenger train when a mixed or goods train is not preferable. Express trains are not to be used. If the railway designates certain trains to be used, then goods are to be forwarded exclusively by such trains.

The forwarding of consignments not handed in at least half-an-hour before departure of train cannot be claimed.

Consignments may not be charged with cash advances or reimbursements—nor may a declaration of interest in delivery be made.

The railway may forward goods consigned to a halting place, and which cannot be immediately removed by the train officials, to the nearest station, and advise the addressee from there.

Receipt of goods is to be confirmed on the forwarding note which remains in the hands of the railway.

Any claims made must be accompanied by all the entries contained in the forwarding note.

Freight is charged according to the Fast Goods rates for the goods in question and the distance in question. For goods sent to or received at halting places freight is calculated on the basis of the distance from these halting places, according to the zone division in the local goods tariff of Austrian State Railways.

The weight on which is based calculation of freight in the case of milk consignments in tin cans or of returning cans, is ascertained, not by actual weighing, but in the following way:—The actual weight of an empty can of not more than 10 litres capacity is taken as 4 Kg., of not more than 15 litres as 5 Kg., and so on. 1 Kg. for every 5 litres capacity.

The net weight is calculated according to the capacity of the vessels, taking 1 litre as equal to 1 Kg. The gross weight is found by adding the net weight to the standard weight of the empty can.

For other consignments the State Railway Direction may dispense with actual weighing in each individual case, and take a weight to be agreed on with the party once and for all. For this purpose each vessel (or package) is to be subjected to official weighing, both when empty and when filled to its utmost capacity. The weight of the vessel, empty and full, with name of contents are to be impressed plainly on the vessels. In the case of milk consignments in glass bottles, the number and nature of bottles placed in the cases are to be printed on the cases.

Freight is calculated on the gross weight as ascertained above, regardless of whether the whole capacity of a receptacle is used or not.

Register of consignments according to station is to be kept in sending stations. Monthly account in accordance with the same is to be furnished to the party concerned, who has to defray cost of stamping the account.

In the register is to be entered each consignment, with its weight rounded off for purposes of tariff.

In the account furnished, the weights of consignments for which same rate is charged are counted together; freight is calculated on total weights. Receipt stamp fees amounting to 10 Heller for each consignment are added, and also any other fees for transfer, etc.

Parties may inspect register during the course of the month.

The account is made out at forwarding station on the last day of each month in the presence of the party concerned, or his agent. If the party has, however, declared that he will not be present, then the account is sent to him at his own expense.

Accounts to be paid within two days after being drawn up or sent to the party. Receipt and copy of register are sent to the party.

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

Accounts may be paid through the Post Office Savings Bank on forms to be had at stations, price 6 Heller.

Accounts are made out, without waiting till end of the month, when the amount due exceeds the security deposited, and when a payment on account is not immediately made.

This method of forwarding may be stopped at any time by the railway or party concerned without reasons given. The railway is, however, only obliged to return the deposited security when it is certain that no further charge or obligation rests on the party. A receipt for return of security must be given by the party to the railway.

SLOW GOODS.

("*Frachtgut.*")

197 Rates for Slow Goods transit.

These are divided for purposes of rating (see bases of charge on appended statements) into the following nine Classes:—Class I. (Normal Class), Class II., Wagon-load Classes A, B, and C, Special Tariffs 1, 2, and 3, and Bulky Goods. At Class I. rates are forwarded all slow Goods designated in the tariff as rated under that Class, or which are not included in the Classification or among the articles subject to special rates. In like manner goods belonging to Classes II, A, B, or C, or Special Tariffs 1, 2, or 3, for which in the Goods Classification a special method of packing is prescribed are, when in another form of packing rated according to Class I., unless the Goods Classification contains some other regulations with regard to the goods in question. The Goods Classification shows what Goods are included in Classes II., A, B, and C, and in the Special Tariffs 1, 2, and 3, or the Bulky Goods Class. If articles for which a particular tariff is provided when they are consigned in quantities of at least 5,000 Kg. or 10,000 Kg. per way-bill and wagon or on payment of freight for the tonnage of the wagon used, are consigned in smaller quantities than those prescribed or the tonnage of the wagon used, then freight is charged for the actual weight according to the proper tariff, unless the freight for 5,000 Kg. or 10,000 Kg. per way-bill and wagon or for the tonnage of the wagon used works out cheaper according to the tariff fixed for those quantities. When wagons of lower tonnage than 10,000 Kg. are provided for the Wagon-load Classes, conditional on the consignment or payment of freight on 10,000 Kg. per way-bill and wagon, freight on the actual weight, but for not less than the tonnage of the wagon used, is charged according to the rate of the wagon load class in question. For the following articles freight is always charged for not less than the minimum tonnage of the wagons used, when the rates in the Goods Classification apply to them:—Asphalt, ice, raw iron, oak railway sleepers, roots for fodder, mineral coal, refuse from potato or root pressing, slag, stones, tiles, sugar beet, whole and sliced. An exception to the foregoing rule is made with respect to traffic from Narrow Gauge lines to Main (Normal Gauge) lines and from lines with weaker superstructure to main lines, in which case the rates are not applied to less than 10,000 Kg. per way-bill and per normal gauge wagon.

198. Mixed consignments

When Slow Goods, subject to different tariffs are packed either together or separately, are included on one way-bill freight is reckoned as if the whole consignment consisted only of such articles as are subject to the highest rate, unless in case of separate packing and the respective weights being stated a separate calculation comes cheaper. In the latter case, the stated weight of each separately packed description of goods is rounded off to an even 10 Kg. in calculating the freight.

199. Bulky Goods

Bulky, Small, or Parcel Goods are charged 50 per cent. additional to Class I. rate. If Bulky Goods, for which in consignments of 5,000 Kg. and 10,000 Kg. the reduced Wagon-load rates of Classes A, B, or C are charged, are placed with other goods in a wagon-load of at least 5,000 Kg., then the rates of Class I. are applied to the whole consignment unless, in case the goods are not all packed together, separate calculations work out cheaper. If this be so,

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

in making the separate calculations the weight of each class of goods is rounded off to an even 10 Kg. The foregoing regulations apply also to Exceptional Tariffs contained in the Goods Tariff, and to other reduced rates provided there be no special regulation to the contrary with regard to the same.

When several tariffs are provided for a commodity the nature and composition of the article to be sent must be declared in the way-bill, otherwise the highest tariff for the article in question will be applied. Such articles are specially indicated by an X in the Goods Classification.

200. Live poultry.

For Live Poultry forwarded by Slow Goods in coops or crates with solid walls freight is charged on the gross weight of the consignment at the rates of Class II. When live poultry is forwarded in baskets or sacks the rates of Class I. are charged on the gross weight. If simply handed in, without being enclosed in any way and conveyed loose in *poultry "Vans"* (*i.e.*, small vehicles to be loaded on ordinary trucks) belonging to the railway (if such can be provided), freight is charged for the sum of the weight of the poultry and the tare of the Poultry "Van," which is always taken as 250 Kg., at the rates of Class I., unless freight at the Reduced Fast Goods rate is cheaper. For live poultry consigned and forwarded loose in fowl wagons or other goods wagons belonging to the railway, freight is charged according to ordinary Slow Goods tariff.

201. Breeding poultry.

For breeding poultry consigned as Slow Goods and enclosed in coops, crates, baskets, etc., a specially reduced rate is charged of 0·52 Hellers per Km. per 100 Kg. In this rate the handling fee is included, but the Transport Duty for Hungarian lines must be added. The application of this specially reduced rate is to be expressly prescribed by the Sender in the way-bill. With the consignment must be presented a Certificate from certain defined Bodies or Authorities comprising Sectional Boards of Agriculture, Royal Agricultural Societies, Land and Forestry Societies, a Central Federation of Agricultural Societies, and, in the Crown Lands of Hungary only, by the Hungarian Minister of Agriculture or the District Veterinary Inspectorate.

Persons accompanying Live Birds, if they travel in the wagon with the traffic or in another wagon indicated to them by the stationmaster of the sending or junction station, in the same train in which the birds are forwarded, enjoy the following concessions as to payment of fare for the journey:—If three or more wagons are sent on one way-bill, then one attendant is carried free for every three wagons. When an attendant travels with a number of wagons less than 3 or exceeding three or a multiple of 3, then the attendant with one or two wagons, or additional attendants for fractional parts of multiples of 3, must pay a fare of 2·3 Heller per person and per Km., including Austrian Railway Ticket Duty and Hungarian Transport Duty. This fare is calculated on the distance the birds are conveyed—amounts up to 5 H. being omitted, and those of 5 H. and upwards counted as 10 H. If, however, the fare on the basis of this unit rate comes higher than the regular fare for 3rd class in a passenger train, the latter is charged. Persons accompanying consignments for the transit of which a separate wagon is not required do not enjoy any concession in fare, but must pay ordinary 3rd class fare if they travel in the wagon with the birds, or (by direction) in another truck. The food supply for birds in transit is carried free.

For the purpose of fixing compensation in the case of loss, depreciation, or injury of Breeding Poultry carried at specially reduced rates already referred to, the ordinary commercial value or ordinary value is taken, but with a maximum of 100 Kronen for 100 Kg.

202. Goods for Exhibition

For the transit by Fast or Slow Goods trains of articles for Exhibition, on request of the Exhibition Committee and with consent of the railways concerned, the following conditions are applicable:—Full freight is charged to the place where the Exhibition is to be held. Transit back to the original sender and by the same route as on the outward

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

journey is effected free of charge, provided the sender states in the original way-bill that the goods are for Exhibition, that no other goods are included in the same way-bill—that return must be effected within four weeks after the close of the Exhibition, and always to the same station in which the goods were received—that the way-bill for the forward journey is produced by the sender of the articles to be returned, and that a certificate is submitted from the Exhibition Committee that the articles were exhibited and remained undisposed of or unsold. If only a portion of a consignment of Exhibits remains undisposed of or unsold, then the free return of that portion is allowed on presentation of the original way-bill for the whole consignment and the Exhibition Committee's certificate. Free return conveyance of exhibits can only be effected in one consignment to the Consignor on the outward journey. The return of the exhibits in several consignments is not allowed. Return free conveyance as Fast Goods can only be claimed if the goods were sent on the outward journey as Fast Goods. The benefit of free conveyance of returned exhibits is only allowed when the sender makes a special request for the same in the way-bill. All special services, such as weighing, loading, etc., are charged for according to accessory fees tariff.

For the purpose of fixing compensation in case of loss, depreciation, or damage on the return journey of exhibits carried free, the ordinary commercial value or ordinary value is taken, but with a maximum of 120 Kronen per 100 Kg.

203. Used empties.

Such as tubs, barrels, milk cans, boxes, packing frames, boards, cages, coops, baskets and fowl crates are charged at Class A rate. Empty sacks in any quantity are charged at Special Tariff 1.

204. Disinfection of Goods wagons.

For the disinfection of wagons used for the conveyance of animal raw products, a fee of 4 H. per 100 Kg. is charged, with a minimum of 40 H. per consignment and a maximum of 3 Kr. per wagon, and for stable manure, if wagon must be disinfected in accordance with special regulations, the charge is 3 Kr. per four-wheeled wagon, and 5 Kr. per wagon with more than four wheels.

205. Premium on declaration of interest in delivery.

The charge is 2·5 H. per Km. per 1,000 Kr. charged per 10 Kr. and 10 Km., rounded off to an even 10 H. —Minimum charge 40 H.

206. Disbursements and reimbursements.

Disbursements ("Paid ons") are only admissible up to 300 Kr. The fees for disbursements are 2 per cent., excluding Customs Duty, on which the fees are only one-half per cent. On Reimbursements, commission at the rate of one-half per cent. is charged with a minimum of 5 H. per consignment.

207. Export tariffs.

Are only applied when goods are sent direct outside of the Austro-Hungarian Customs area, except in such cases as they are allowed by way of rebate in respect of goods conveyed to frontier stations, stored there for a time on the railway premises, and then exported. In this case the application for rebate must be accompanied by the original way-bill to the frontier station and the duplicate of the re-forwarding way-bill or a ship's bill of lading proving actual export.

208. Accessory fees.

The following are chargeable, in addition to the fees already referred to throughout the general Regulations:—

Way-bills.—In Austria.

Inland.—Quick and Slow Goods.

	Kr. H.
Charge per form (with 2 H. stamp), .	3
,, ,, 100 (with 2 H. stamp), .	2·92
,, ,, form (with 10 H. stamp), .	11
,, ,, 100 (with 10 H. stamp), .	10·92

International (with duplicate)—Quick and Slow Goods.

Charge per form (with 2 H. stamp), .	6
,, ,, 100 (with 2 H. stamp), .	5·80
,, ,, form (with 10 H. stamp), .	22
,, ,, 100 (with 10 H. stamp), .	21·80

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

Way-bills.—In Hungary.

Inland.—Quick Goods.

	Kr. H.
Charge per form (with 2 H. stamp), .	4
,, ,, 100 (with 2 H. stamp), .	3·36
,, ,, 1000 (with 2 H. stamp), .	33·60
,, ,, form (with 10 H. stamp), .	12
,, ,, 100 (with 10 H. stamp), .	11·36
,, ,, 1000 (with 10 H. stamp), .	113·60

Inland.—Slow Goods.

Charge per form (with 2 H. stamp), .	3
,, ,, 100 (with 2 H. stamp), .	2·97
,, ,, 1000 (with 2 H. stamp), .	29·70
,, ,, form (with 10 H. stamp), .	11
,, ,, 100 (with 10 H. stamp), .	10·97
,, ,, 1000 (with 10 H. stamp), .	109·70

International (with duplicates).—Quick and Slow Goods.

Charge per form (with 2 H. stamp), .	15
,, ,, 100 (with 2 H. stamp), .	14·40
,, ,, 1000 (with 2 H. stamp), .	144·00
,, ,, form (with 10 H. stamp), .	23
,, ,, 100 (with 10 H. stamp), .	22·40
,, ,, 1000 (with 10 H. stamp), .	224·00

Stamping Way-bills.

Way-bills, Inland, at forwarding station, per 100, ...	20
Way-bill, Inland, duplicate (in Hungary), per 100, ...	20
Way-bills, International (in duplicate), at forwarding station, per 100, ...	40

Customs and Statistical Forms.

Charge for each form filled up, . .	10

Declaration as to absence of packing.

For each form, ...	2
For 100 forms, ...	1·00

Receipt for Goods handed in.

A charge of 4 H. is made in respect of each receipt form, book of 50, 2 Kr., and 10 H. is charged for filling in each form by the railway.

Advice to Sender of Delivery of Goods.

For each advice sent, ... 10 H.

Feeding and Watering Poultry.

For each time poultry are watered and fed the fee charged, including actual cost of food supplied by the railway, is 50 H. per 100 Kg.—which fee is also charged even though a Sender supplies the food. The feeding and watering are done by the railway employees.

Transfer of Goods to or from Owner's Carts.

(*a.*) Charge for transfer of goods between owner's drays and station when undertaken by the railway:—Objects exceeding 750 Kg. in weight or 7 M. in length, up to and including 1,000 Kg. each object, 6 H. per 100 Kg. of the whole consignment; up to and including 2,000 Kg. each, 8 H. per 100 Kg., and

CALCULATION OF FREIGHT CHARGES—*continued.*

Austria and Hungary—*continued.*

over 2,000 Kg. per object, 10 H. per 100 Kg., and for other slow goods and fast goods 2 H. per 100 Kg.—Minimum per consignment, 5 H. Certain goods, chiefly in bulk, must always be transferred by owners.

(*b.*) Transfer from lorry to railway wagon, when incumbent on owners of goods, and done by the railway:—Loading or unloading full barrels, with supports, 5 H. per 100 Kg. of the full consignment.—Objects exceeding 750 Kg. in weight or 7 metres in length:—

Up to 1,000 Kg. each, 8 H. per 100 Kg. of whole consignment.

Up to 2,000 Kg. each, 10 H. per 100 Kg. of whole consignment.

Over 2,000 Kg. each, 12 H. per 100 Kg. of whole consignment.

For every 100 Kg. of other weights, 3 H., with minimum of 5 H. In these cases transfer fees and loading and unloading fees are not charged. When work of transfer or transport is undertaken at request of a sender, upon whom the transfer is incumbent, the workmen to whom the transfer or transport is allotted are regarded as agents of the sender or consignor, and not of the railway.

209. Special rates in Austria.

In addition to the ordinary rates, there are in Austria many specially reduced rates for Interior, Import, and Export traffic. Among others there are the following:—

For Interior Traffic.—Hay, straw, wood, chalk, potatoes, coal, sand, stone, cement, beetroots, drain pipes, ice and snow, earth, feeding roots, charcoal, quartz sand for glass-making, cullet, turf, peat litter, turf mould, roofing tiles, for minimum weight according to capacity of wagon used. Tinware, hollow glassware, basketwork, leather-work, furniture, stripped tobacco leaf, flax waste, willows, used empty packages, wooden barrels, wooden hoops, raw flax, hemp, wood wool, reeds, hemp waste, hay and straw per square metre of floor area of wagon used, sugar in 5,000 and 10,000 Kg. lots.

For Export Traffic.—Beer, eggs, woodware, clover and grass seeds, wine, cider, fresh fruit, paper, cardboard, iron and steel, iron and steel goods, furniture, and timber in 5,000 and 10,000 Kg. lots.

For Export and Import Traffic with Trieste Port.—Fats, vegetables (pickled), grain, milling products, malt, oil seed, husk fruits, potatoes, fruits (of various kinds) dried, plum jam, oil cake and oil cake meal, starch, and used empties in 10 ton lots; China clay in wagon-loads, condensed milk, mineral waters, sugar and sugar candy in 10 ton and 5 ton lots; furniture and furniture frames (bentwood), not in parts, unpacked or only packed in straw matting or canvas, 10 ton, 5 ton, and under 5 ton lots; sheep's wool, with a minimum of 5,500 Kg. per wagon; cotton yarns in 5 ton lots.

210. Special rates in Hungary.

For Interior Traffic.—Lignite, burnt lime, tiles, brushes, manures (stable and artificial), iron ore, slag, turf, peat litter, turf mould, coal and coke in wagon-loads, wood fuel, charcoal, potatoes, boxes, turf, compressed peat fuel, growing trees, plants, and flowers, in 10 ton lots; Slow Goods of all kinds in 10 ton and 5 ton lots; mineral waters, spirits, glass and hollow glass goods, iron and steel goods of all kinds in 10 ton, 5 ton, and lots under 5 ton; grain and milling products in 5 ton lots; paper in 5 ton and lots under 5 tons, and fruit trees, seeds, dead poultry, sulphate of copper, in any quantity.

For Import and Export Traffic.—No particulars of reduced rates are shown in the tariff books obtained.

In cases where any Austrian or Hungarian Special Rates are used for comparison with Irish rates the full conditions will be given.

211. Bases of rates.

The bases of calculation of normal or ordinary rates in Austria and Hungary are shown on attached statements.

UNIT RATES ON AUSTRIAN STATE RAILWAYS FOR GOODS TRAFFIC.

—	Express Goods ("Schnellzug Gut").	Quick (or Fast) Goods. ("Eilgut.")		Slow Goods. ("Frachtgut.")							
				Class.		Reduced Wagon-load Classes.					
		Ordinary.	Reduced and Specially Reduced.	I.	II.	A.	B.	C. and Special Tariff 2	Special Tariff 1.	Special Tariff 3 and Exceptional Tariff I.	Exceptional Tariff II.
		Per 100 Kg. and 1 Km.		Per 100 Kg. and 1 Km.							
		Heller.									
Conveyance Rates per 1 Km. for the distances below :—	Charged at Ordinary Quick (or Fast) Goods Rates with 50 % added.										
From 1- 50 Kilometers, ...		3·30	1·22	1·22	1·01	0·74	0·56	0·48	0·56	0·44	0·24
From 51–150 do. ...		3·20	1·20	1·20	1·00	0·68	0·52	0·30	0·48	0·26	0·20
From 151-300 do. ...		3·16	1·18	1·18	0·96	0·60	0·42	0·22	0·40	0·16	0·18
Over 300 do. ...		3·12	1·16	1·16	0·64	0·42	0·28	0·20	0·32	0·16	0·16
Terminal Charges ("Manipulations gebühren"), per 100 Kg.		16	8	8	8	8	8	8	8	8	6

UNIT RATES ON HUNGARIAN STATE RAILWAYS FOR GOODS TRAFFIC.

—	Per.	Express Goods ("Schnellzug Gut").	Quick (or Fast) Goods. ("Eilgut")		Slow Goods. ("Frachtgut.")								
			Ordinary.	Reduced and Specially Reduced.	Bulky Goods.	Class.		Class A.	Class B.	Class C. and Special Tariff 2.	Special Tariff 1	Special Tariff 3 and Exceptional Tariff I.	Exceptional Tariff II.
						I.	II.						
			Heller (Krone Currency).										
From 1-200 Kilometers	100 Kg. and 1 Km.	Charged at Ordinary Quick (or Fast) Goods Rates with 50 % added.	2·60	1·20	1·80	1·44	1·04	0·64	0·42	0·32	0·54	0·26	0·22
From 201-400 do.			2·00	1·00	1·60	1·04	0·84	0·48	0·34	0·26	0·30	0·20	0·18
Over 400 do.			2·00	1·00	1·60	1·04	0·84	0·32	0·20	0·18	0·20	0·14	0·12
Terminal Charges, ... ("Manipulations gebühren.")	100 Kg.		20	20	20	20	20	12	8	8	10	6	6

211—*continued.*

PACKING AND LABELLING OF GOODS.

FRANCE.

212. General regulations.

Railways are not bound to accept, unpacked, goods which in ordinary commerce are packed, nor are they obliged to accept defectively packed goods or such as show evident traces of deterioration. Goods liable to get mixed with others, or which may be injurious in contact with others, are not accepted in a loose state, except in complete wagon-loads of 4,000 kg., or paying for that weight. Goods not clearly addressed or marked may not be accepted. Chalk markings are not admissible.

213. Regulations for particular commodities.

Commodities mentioned in Special Slow Transit Tariff No. 2 (cereals, flour, grain, dried vegetables, &c.), must be sent packed, except chestnuts, acorns, dry onions, and potatoes, which may be sent in bulk in full wagon-loads. This requirement applies only to the Nord system for this tariff.

Trees and shrubs, growing plants packed, and green vine branches carried over the seven chief railway systems must be made up in such manner as to render it possible to lay them flat and on top of each other on the trucks. Oysters and fresh fish sent from Boulogne and other seaside places on the Nord system under Common Special Tariff No. 114 to all stations on the P.L.M. system must be handed in in baskets, chests, or barrels of a design approved of by the companies, and such receptacles must be labelled clearly with marks, address of consignee and name of arrival station in large letters. Consignments not complying with these conditions will be charged at rates of general tariff.

Fruit and vegetables (except truffles) conveyed from any station on the Orleans system to any station on the Nord under special Tariff No. 114 G.V. must be sent in sacks or wooden boxes without projections or in covered baskets with flat bottoms to allow of them being piled up. The dimensions of the packages may not exceed one metre on each face. The packages must be made up in such a way as is suitable to the length of the journey, and so that if they are meddled with some trace of tampering is sure to appear.

Fresh fish sent over the Nord system without conditions as to tonnage under the terms of exceptional rates No. 1 of special tariff No. 14 for express traffic must be consigned in baskets of conoid or rectangular shape or in boxes of a model approved by the company. Consignments not fulfilling the foregoing conditions will be charged at the rates of the general tariff. Fish sent in wagons loaded with at least 2,000 kg. may be packed in crates, boxes, or casks. The baskets, crates, or casks must be supplied with labels of a design fixed by the railway company, and bearing in a very clear and legible manner the brands of the packages, the address of the consignee. and the name in large characters of the station of destination.

BELGIUM.

214. General regulations.

Every parcel must bear a very legible address or mark. The consignor must supply goods with sufficient packing. Objects presented in bad order or with insufficient packing must be accompanied by way bill containing a clause declaring non-liability of the railway. Packing is deemed insufficient when parcels are in a state such that they can be tampered with without being broken open. If the railway demand a declaration of non-liability on a separate form such form is supplied free to the sender.

Parcels liable to injure goods with which they may come in contact may be refused.

215. Regulations for particular commodities

Empty sacks must be made up in bundles securely corded. The ends of the cords should be provided with a plate or a piece of parchment showing the name and address of consignee and the station to which consigned. The railway is only responsible for the number of packages and the total weight of the consignment.

PACKING AND LABELLING OF GOODS.—*continued.*

Belgium—*continued.*

Rates are only applicable if packages of goods are provided with an address. This address may, however, be replaced by a special mark under conditions laid down in the regulations.

GERMANY.

216. General regulations.

Necessary packing for protection of goods against loss, depreciation, or damage during transit devolves upon the sender. If the railway accept unpacked or defectively packed goods it is entitled to require the sender to admit absence or deficiencies of packing on the way-bill, and to notify the same to the station of destination in a special declaration on prescribed form. A general declaration once and for all may be made if a consignor is in the habit of sending similar goods to the same station. In such cases a note of the general declaration must be made by the sender on the way-bill. These forms of declaration are supplied at stations at a fixed price of 1 pf. per single form and 75 pf. for 100 forms. Without such declarations the railway will not accept, for example, consignments of hides simply roped up or sugar in loose loaves. When filled barrels, such as dirty oil syrup barrels, are so covered with dirt that their condition cannot be ascertained when handed in they are accepted for transit only when the consignor acknowledges their defect in the way-bill.

217 Regulations for particular commodities.

The following goods are not accepted for transit even when accompanied by a declaration, if they do not comply with the undermentioned conditions:—

1. Cigars and meat wares to be packed separately in sealed or leaded packages offering sufficient security that theft cannot take place without injury to the seals or lead soldering. In these cases an impression of the seal used must be made on the way-bill.

2. Barrels containing liquids must not show leakage or depressed knot holes in the staves, and must be tightly bunged. Barrels containing goods liable to fermentation must be fitted with appliances to allow air to escape.

3. Empties that have been filled with acid, corrosive, caustic, or evil-smelling liquids must be dry outside, and properly closed.

4. Packages containing fresh fish, packed in ice, must, as a protection to other goods, have straw, shavings, or turf moss on the inside, bottom, and sides.

5. Filled sacks must be bound with ropes (not straw), and so fastened as to leave sufficient neck to take hold of.

6. Empty sacks must be made up in bundles, securely tied together, the address to be on wooden or paste-board labels.

7. Full potato sacks must have the address on a tablet of wood or other lasting substance fastened securely at the upper end of the sack.

8. Glaubers salt refuse accepted only in thick barrels of sound wood so hooped that the contents cannot scatter through the seams by jolting during transit.

9. Stuffs containing free acids, such as superphosphates and other acid artificial manures, are accepted for transit in packages only, when the packages, particularly sacks, are thick and durable.

10. Unpacked objects of metal, &c., must not be freshly tarred or sticky.

11. Bees in baskets and hives are accepted only when it is impossible for the bees to escape.

When corn, husk fruit, clover, malt, or oil seed is conveyed loose (in bulk) in wagon-loads the absence of packing must be acknowledged by the sender in the prescribed form of declaration.

Goods sent in packages must be marked or branded on the outside in clear and durable manner, in

PACKING AND LABELLING OF GOODS.—*continued.*

Germany—*continued.*

exact accordance with the entries in the way-bill. The railway is empowered to demand that goods in separate packages shall be marked by the sender with the name of the station to which consigned, unless their nature does not admit of marking. If the sender omits to mark the name of the station this will be done by the goods department of the sending station when the nature of the goods permits without any special difficulty, and a marking fee of 5 pf. per parcel fixed in the Accessory Tariff will be levied.

HOLLAND.

218. General regulations.

The regulations in force in Germany apply to Holland as regards unpacked, defectively packed, or soiled goods being accepted only for transit on declaration by sender as to their condition. In Holland damaged goods is added.

219. Regulations for particular commodities.

The German regulations as to labelling of sacks of potatoes, the marking of separate packages, and the prevention of damage to other goods by packages of fresh fish in ice, and by casks of Glauber's salt refuse, also apply in Holland; but the German regulation as to non-acceptance by the railway of certain goods, even when accompanied by a declaration of sender, unless they are packed in a prescribed way, is not in force in Holland. Costs incurred by the Holland Railway in mending packages of goods for their preservation during transit must be paid by the sender or consignee.

DENMARK.

220. General regulations.

Regulations similar to those in Germany and Holland apply as regards unpacked and defectively packed goods being accepted only on declaration by sender as to their condition. All package goods must also be marked and provided with name of station of destination in a durable manner. For mistakes caused by absence of marking or confusion with older marks on the goods the railway company will not accept any responsibility.

221. Regulations for particular commodities.

The railway may demand that consignments consisting of small pieces or packages, according to their nature, shall be put in boxes, baskets, or sacks. When the sender requires it the railway will do the necessary marking for a fixed fee of 5 ore for each bundle or piece. No charge is made by the railway for declaration forms as to unpacked, &c., goods.

Stamped parcels must be well packed, so that they can stand stowing together.

AUSTRIA AND HUNGARY.

222. General regulations.

The regulations are the same as in Germany as regards

(*a*) Sender being responsible for adequate packing.

(*b*) Acceptance by the railway of unpacked or defectively packed goods and of full barrels so soiled that their nature is not apparent only when their condition is described on the way-bill and a declaration is made by sender. (The charge for declaration forms is 2 Heller each or 1 kr. per 100.)

(*c*) Non-acceptance, even when declaration made by sender, of leaky barrels of liquids, of empty barrels, which have been filled with corrosive, &c., &c., liquids, and which are not dry outside and properly closed,—Glauber's salt refuse, unless sent in thick, sound, and well-hooped barrels; of freshly tarred or sticky objects, and of bees, unless their escape during transit is rendered impossible.

(*d*) The tying of sacks with string and leaving sufficient neck for taking hold of.

(*e*) The *marking or branding* of all package goods in a clear durable manner.

(*f*) The right of the railway to demand that all goods sent in separate packages shall be marked in durable manner with the *name of station to which consigned.* There is no provision for the railway supplying the omission as in Germany.

PACKING AND LABELLING OF GOODS.—*continued.*

Austria and Hungary—*continued.*

223. Regulations for particular commodities.

The following are detailed official regulations not obtaining in Germany or any of the other countries under comparison except Hungary:—

The packing materials used must be strong enough and thick enough to enable parcels to be handled without injury to the contents, and so that the texture of the packing may not be altered by the shaking inseparable from transit. To this end packing must comply with the following conditions:—

(*a*) If tissues are used to wrap up bales they must be sewed firmly enough to obviate the risk of the stitches giving way.

(*b*) Sacks may not be so porous or so ragged that when shaken the contents come through.

(*c*) Baskets and other receptacles made of wicker-work may not be too coarse meshed in comparison to the contents, and must be sufficiently strong, so that, in lifting, the weight of the contents does not burst the wicker-work. If baskets contain objects which will not bear crushing (in particular grapes or other soft fruit) they must be covered, not only with a textile material, but also with a solid lid.

(*d*) Boxes (especially those containing vessels of fluids) must have strong walls, and be made in a solid manner, so that they may not bulge with the weight of the contents or be burst in the joints, and heavy boxes must be hooped in addition.

(*e*) Cases made of laths or rods must not bulge outwards with the weight of the contents. The laths or rods must be so close together that objects cannot be abstracted from the interior.

(*f*) Barrels must not be in a damaged or mended condition, and hoops must be driven firmly down. Large casks must be provided with extra hoops. Barrels with dry contents must not leak, and the bottoms of such barrels must be fastened with inset hoops. If barrels, containing liquids liable to fermentation, are not provided with appliances to allow escape of air the carter bringing in the goods must remedy the defect, possibly by boring through the barrel, and sticking twigs in the hole thus made.

(*g*) and (*h*) Same as Germany, and already described.

(*i*) Packages containing mirrors, glass ware, or other fragile articles must be packed in such a way that the packed goods cannot move.

(*k*) Melted tallow must, as a rule, be packed in receptacles of sufficient solidity, such as barrels, tubs, or troughs. In the months of December, January, and February this commodity may, however, be accepted for transit in sacks.

(*l*) Liquid yeast will be accepted as fast goods in the months of May, June, July, August, and September, only when the vessels containing it are supplied with covers of sacking.

(*m*) Senders of fresh fish, &c., packed in ice are bound to enter the words "packed in ice" on the way-bill below the declaration of contents.

No package is accepted for transport in a state which may give rise to danger to the safety of the traffic or the property of the railway (for example, the vehicle in which carried), or to any other goods. For instance, heavy objects which are cracked and show danger of a heavy piece becoming detached and falling down, or liquids in bad, leaky, or obviously too weak vessels are not accepted for conveyance.

The railway may refuse to accept damaged goods unless the sender makes a note in the way-bill of the damage and of the external signs of the same. A statement in the way-bill as to damage is required in the following cases:—

(*a*) Sugar in loaves and salt in drums, if the loaves or drums have crumbled, and, further, in the case of sugar loaves, if the paper wrapping or cord is injured.

(*b*) Cut stone, unpacked glass, earthen or cast-iron goods if there are any breakages or cracks.

(*c*) Unpacked iron goods if they are rusted.

(*d*) Unpacked hides and skins when they have holes in them or are rubbed through.

PACKING AND LABELLING OF GOODS.—*continued.*

Austria and Hungary—*continued.*

(*e*) Full barrels, particularly such as contain beverages, if the tin over the bung hole is damaged or if the barrels are pierced and partially emptied.

(*f*) Parcels containing mirrors, glass ware, or other fragile objects, if, on being shaken, injury is proved by the noise.

(*g*) Packs and bales containing drapery (particularly cloth, silk, and linen goods, clothing, &c.), if there are signs pointing to injury to the goods by the packages having been taken hold of with hooks.

(*h*) Goods which must be kept dry if they have been wetted. If goods have been brought in in rainy weather, or from such remote places that conveyance of them has taken several days, then for the purpose of investigating whether the goods are wet, the opening of some of the packages at least may be required of the carrier even when no outward signs of wet are shown. This applies particularly to consignments of sugar, flour and grain, and to cases of eggs and the like.

All fragile objects, such as glass, porcelain, pottery, and all goods which can be spilled, such as fruits, green stuffs, stone, and, further, goods capable of soiling other objects, such as coal, lime, ashes, clay, and earth colours, cannot be carried as small goods if not otherwise provided in the tariffs, unless they are protected by packing and cording against breakage or scattering, or against the possibility of their soiling other objects.

ORDERING OF WAGONS.

FRANCE.

224 Consignor's application.

Consignors are bound to intimate, at the departure station, the number of wagons which they require for consignment of their goods, the loading of which they must or are able to effect; and they must indicate at the same time the nature and approximate weight of the goods, as well as the railway system to which they are destined, specifying whether the consignment is to be forwarded under the conditions of general or special tariffs. Consignors may make in one and the same letter requests for wagons for different days.

225 Railway record of applications.

Requests are entered according as they are received by the company in a special register kept at stations.

226 Notice to Consignor that wagons are available.

The company must, on the day following the receipt of an application for wagons, provided the latter has been sent so as to arrive before the station is closed, inform the consignor of the day and hour when the wagons will be placed at his disposal, if the application be for one occasion only; and, when the first supply of wagons will be available, if they are applied for for different days. In the latter case like information is given for each such subsequent supply of wagons by an advice, which must be sent so as to reach the consignor, at latest, on the evening before the date indicated by the company for the corresponding delivery of wagons.

Consignors applying to the Nord Company for wagons for conveyance of timber under special tariff, No. 9, are bound to indicate on their application the maximum length of the objects composing the consignment.

BELGIUM.

227. Consignor's application.

In applying for carrying stock the consignor must give full particulars of tonnage, nature of goods, etc.

Application must be made at least forty-eight hours, in advance when exclusive use of a wagon is required, and the period is doubled for five wagons.

228. Railway record of applications and deposit to cover demurrage

All applications for wagons are registered by the railway, which may demand five francs per wagon as security at time of registration, which sum will be forfeited if the goods are not delivered by the consignor at the station on the day the wagon is provided except when the vehicle can be made use of immediately by another consignor.

ORDERING OF WAGONS.—*continued.*

Belgium—*continued.*

229. Penalty on Railway for not supplying wagons

If the railway refuses a request for supply of wagons it must compensate for damage caused thereby. No compensation is payable in case of accident, superior force, or an outside cause, not imputable to the railway. Abnormal traffic is considered a case of superior force.

GERMANY.

230. Consignor's application.

Wagons which are required to be placed in readiness for such goods as are to be loaded by the sender must be ordered for a certain day. Orders for wagons to be loaded with goods by sender should, as a rule, be sent in writing to the station where the loading is to take place. The written order must state the number of wagons required, whether covered or open, the nature of the goods to be loaded, their destination, the day when wanted, the date of application, and the signature of the sender.

231. Deposit to cover demurrage.

In ordering wagons, security is to be given, if required by the railway to cover one day's loss of time in loading.

232 Penalty on Railway for not supplying wagons.

When the railway fails to supply promised wagons punctually it is bound to pay to the party ordering them compensation equal to the wagon dues (demurrage) for the time over which the delay extends. A wagon is held to be promised when a written statement to that effect has been issued.

HOLLAND.

233. Consignor's application.

Consignors are bound to apply to the station-master before a certain day for the wagons required to convey goods to be loaded by them. In applications for wagons must be stated the specification and probable quantity of the goods to be sent, the place of destination, and the kind of wagon required.

234. Notice to Consignor that wagons are available.

The wagons asked for will be placed in readiness as soon as available and in the order in which the applications for them were received and entered at the departure station. The forwarding station informs the consignor as to the period during which the wagons are at his disposal.

235 Deposit to cover demurrage.

The railway may, on application being made for wagons, require security equal to the amount of wagon hire (demurrage) for one day.

236 Penalty on Railway for not supplying wagons.

The railway is bound to pay a like sum to the applicant when a promise that wagons will be supplied is not fulfilled.

DENMARK.

237 Consignor's application.

Orders for wagons must be handed in in good time, in writing, when not given by telephone or telegram. All orders must contain full particulars of kind of wagons wanted, time required, etc. (Note.—Small wagons, carry 6,300 kg., and are about 19 feet long, and large wagons carry 10,500 kg., and are about 27 feet long.)

238. Railway record of applications.

A record of wagon orders received is kept by the railway. Orders must be filled without unavoidable delay. The railway is not bound to supply wagons of a certain kind and size, nor is it liable if unable to provide wagons.

AUSTRIA.

239. Consignor's application.

Wagons are to be ordered from the station-master of the station where loading is to take place. Orders may be given either by word of mouth, letter, or telegraph.

A consignor has no claim to the use of a wagon of a certain tonnage, or loading capacity, or of a peculiar construction.

240. Deposit to cover demurrage.

When ordering wagons security, amounting to one day's demurrage (9 kr. 60 heller per wagon), is to be deposited.

ORDERING OF WAGONS.—*continued.*

Austria —*continued.*

In ordering wagons, the following information must be given:—

1. Day on which required.
2. Description of goods to be sent.
3. Number of wagons required, and kind of wagon.
4. Station of destination.
5. Address of sender of the order.

When ordered by letter, a postal order to be sent; if by telegraph, security to be wired.

Orders are treated consecutively in the order of receipt.

Acceptance of security does not imply a promise of wagons.

A wagon is only held to be *promised* when the order reaches the station-master, at latest, two days before wagons are required, and if the person ordering the wagons has not received notice (accompanied by returned security) that the wagons cannot be supplied, before the day on which the latter were required.

The security is forfeited to the railway:—

1. If loading is not completed within regulation time.

2. When the consignment is sent to a station other than the one named in the order; when the wagon ordered cannot, in accordance with the rules for wagon-loading, be loaded for that station.

3. When goods other than those named in the order are sent, and for which the wagons supplied are not considered suitable.

241. Penalty on Railway for not supplying wagons.

If promised wagons are not supplied punctually the railway must return the security deposited, and also pay compensation, in proportion to the demurrage, up to the maximum sum of the security deposited.

HUNGARY.

242. Regulations in Austria apply.

General regulations identical with those of Austria.

ACCEPTANCE AND DESPATCH OF TRAFFIC BY RAILWAY.

FRANCE.

243. Certain articles only accepted when carriage is prepaid.

Articles subject to deterioration or of no value are only admitted for transit when carriage is paid in advance.

244. Hours of acceptance of traffic.

From 16th March to 15th October, stations are open for reception and delivery of goods for slow transit from 6 a.m. to 6 p.m. On Sundays and holidays the stations are shut at 9 a.m. for the acceptance and delivery of slow goods, even of those sent in full wagon loads, the handling of which is incumbent on the trader. Nevertheless the acceptance and delivery of poultry, game, fish, oysters, and shell-fish, dead meat, beer, barm, malt, unfermented wine, ice for refrigerators, fresh fruits and vegetables, milk, butter, cheese, and eggs may be effected up to 10 a.m.

245. Despatch of traffic.

The printed regulations, as published in "Chaix," do not contain any provisions as to despatch of traffic.

BELGIUM.

246. Hours of acceptance of traffic.

Consignments are accepted at forwarding stations during the following hours:—

Express Goods.—From the half-hour preceding the departure of the first train till the half-hour preceding the departure of the last train, in so far as the hours of acceptance are included between 6 a.m. and 9 p.m.

Fast Goods and *Slow Goods.*—Between 6 a.m. and 7 p.m. from 1st April to 30th September, and between 7 a.m. and 7 p.m. from 1st October to 31st March, Sundays and the holidays of the Ascension, the Assumption, All Saints and Christmas Day excepted.

247. Despatch of traffic.

There is no information in the printed Regulations obtained as to despatch of Traffic.

ACCEPTANCE AND DESPATCH OF TRAFFIC BY RAILWAY.—*continued.*

GERMANY.

248. Obligation to accept goods for transport.

The railways are only bound to accept goods for *transport* when the forwarding of them can be effected at once.

249. Hours of acceptance of traffic.

Goods must be handed to the railway within regulation hours, not specified. Ordinary slow goods are not accepted for transit on Sundays and holidays. Express goods which are free of duty and of tax are accepted on those days, but only at hours which are to be fixed once and for all, and made public in a local newspaper, and also in notices to be hung up in the despatching stations.

250. Despatch of traffic.

Goods are despatched by fast and slow train, in accordance with the way-bill, and the despatch takes place in the order in which the goods were accepted for transit unless urgent reasons connected with the working of the railway or the interests of the public do not justify an exception being made. Procedure to the contrary justifies a claim against the railway for damage for the injury caused. Railways are bound to make arrangements under which successive despatch of goods can be effected.

HOLLAND.

251. Certain articles only accepted when carriage prepaid.

In the case of goods which, in the opinion of the railway first accepting them, are subject to rapid deterioration, or the value of which does not fully cover carriage, and accessory fees, prepayment of freight can be demanded. In addition to various kinds of dangerous goods, the following goods are only forwarded when prepaid (unless the contrary has been agreed to with the sender):—Potatoes (from 1st October to 30th April), used empty carboys (in baskets), empty casks and empty boxes, growing trees and plants, dead poultry, yeast, fresh vegetables, oysters, lobsters and other shell-fish, smoked or fresh fish, fresh meat, game, ice, and fresh fruit (from 1st October to 30th April).

252. Obligation to accept goods for transport.

Railways are not legally bound to accept goods for conveyance on Sundays and generally observed Christian holidays, except it be otherwise ordered in exceptional cases by the Minister of Waterways, Commerce and Industry. On the Holland and State railways, however, goods are accepted on those days under the Railways' General Regulations. The railways are not bound to accept goods for transit when the available rolling stock of the company is not sufficient to forward the goods within the regulation time limit. They are, however, obliged to accept them for temporary storage pending transit, in so far as available space permits, but during such storage the goods are in the care and at the risk of the sender, who must declare himself (in due form) as satisfied with this arrangement.

253. Hours of acceptance of traffic.

Goods must be handed in within the hours specially designated for the purpose in the traffic regulations. Fast and slow goods must be handed in on all working days from 1st of April to 30th September from 7 a.m. to 7 p.m., and from 1st October to 31st March from 8 a.m. to 6 p.m.

254. Despatch traffic.

Fast goods are forwarded before ordinary slow goods, and with speed. In other respects goods are sent off according to the order in which they were handed in. One sender must not be favoured in preference to another, unless there is good reason for the same, either on account of the working arrangements, the amount of traffic, or the public interest. Action contrary to this regulation justifies claim for damage incurred thereby. Railways are bound to take the necessary steps so that the order in which goods were despatched can be proved.

Parcels of not more than 10 kg. are conveyed by all trains, if sent to station half an hour before departure of train. Parcels over 10 kg. and under 300 kg. are sent under similar conditions by all trains, except express trains. Parcels of unusual dimensions, and the weight of which exceeds 50 kg., are carried by the trains specified for the purpose by the railway authorities. Parcels of 300 kg. and upwards are forwarded at least once daily.

ACCEPTANCE AND DESPATCH OF TRAFFIC BY RAILWAY.—*continued.*

DENMARK.

255 Hours of acceptance of traffic.

Express goods are received for conveyance in the "Luggage Despatch Office," when these are open, up to a quarter of an hour before the fixed time for departure of train by which they are to be despatched.

Slow goods, in less than wagon loads, which it is desired to forward by rail, must be handed in, together with properly made out way-bills, at the offices arranged for the purpose, and at the hours (not stated) during which such offices are open, in accordance with the regulations of the railway.

256 Despatch of traffic.

Goods are conveyed by fast train and by slow train. The railway decides by what trains, fast and slow, goods shall be conveyed. It is not obliged to convey by any fixed train or route. If goods are required to be sent by a certain train, and as quickly as the time-table allows, they are considered as "express" goods. Fast and slow goods may be forwarded either as "parcel" goods or in wagon loads, but "parcel" goods can only be sent by fast train in so far as the weight, shape, bulk, and further nature of the goods, according to the judgment of the railway, permits of quick loading and unloading, and their conveyance with luggage. The same rule applies to express goods, which can only be conveyed in the form of "parcel" goods. Separate parcels of fast goods, the weight of which does not exceed 25 kg., can be conveyed as stamped parcels. Explosive, inflammable, poisonous, bad-smelling, or dirty goods, in so far as they are received for conveyance at all, cannot be sent either as express goods or stamped parcels, and can be excluded by the railway from fast goods conveyance.

AUSTRIA AND HUNGARY.

257. Obligation to accept goods for transport.

The transit of goods cannot be refused provided (1) the transit conditions and other general arrangements of the railway are complied with; (2) that transit with the ordinary means of transport is possible; and (3) that circumstances which may be regarded as "superior force" do not prevent the transit. Articles the loading and unloading of which require special apparatus need only be accepted by the railway at stations where such apparatus is available. For fast-train transit only such goods are accepted as the railway considers suitable for that mode of conveyance.

258 Hours of acceptance of traffic.

The hours during which the warehouse and office for reception of goods are open are announced in the despatching departments.

259. Certain articles only accepted when carriage prepaid.

In the case of goods which, in the judgment of the railway accepting them, are liable to rapid decay, or which, on account of their small value, are not certain to cover cost of transit, prepayment of freight may be insisted on. For example: the freight on ice, yeast, crustaceans, fresh fish of all kinds, fresh vegetables, fresh meat, game, dead poultry, live plants, used empty baskets, boxes, and carboys in baskets, and fresh fruit must always be prepaid. (See similar regulations in France and Holland).

260. Despatch of traffic.

There is no information in the printed Regulations obtained as to despatch of Traffic.

WEIGHING AND COUNTING GOODS.

FRANCE.

261. Weighing by Railway at request of consignor or consignee

262. Weighing fees.

For all goods which, on demand of the consignor or consignee, shall be subjected to an additional weighing to that which the companies have to make at their own expense on departure, in order to determine the freight, the following charges are made:—A fee of 10c. per indivisible fraction of 100 Kg. and for each supplementary weighing when the weighing is effected per dray or cart or per full wagon load passed on to the weighing machine the fee is 30c. per indivisible ton, with minimum of 75c. and a maximum of 2 fr. per cart or dray; a minimum of one

WEIGHING AND COUNTING GOODS—*continued.*

France—*continued.*

fr. per wagon and maximum of 2 fr. per wagon of 10 tons and under, and of 3 fr. per wagon of more than 10 tons. In this case the company must, on request of the parties interested, issue gratuitously a note of the weight of the goods weighed. The supplementary weighing fee cannot be demanded if this weighing shows an error made to the prejudice of the consignor or consignee.

263. Checking by Railway of number of packages.

264 Checking fees.

When a consignor has asked for checking of the number of parcels composing a consignment admitting of twenty pieces to the ton, and comprising more than ten pieces, a fee of 15c. for counting each group or fraction of a group of twenty pieces is charged, with a minimum of 1 fr. and maximum of 3 fr. per wagon when the consignment is in full wagon loads. In no case may a counting fee be charged if each parcel bears a distinct mark and number mentioned in the Declaration of the Consignment contained in the way-bill. The indication of the number of parcels or pieces in a consignment is not obligatory when it is composed of loose objects, such as planks, poles, bricks, tiles, etc., or when the loading is done by the sender and when counting cannot be effected from outside the wagon without shifting the load.

265. Weighing of consignors' or consignees' carts.

266 Cartweighing fees.

On the Nord system it is provided that in stations equipped with a weighing machine suitable for vehicles, consignors and consignees may, on entering or leaving these stations, weigh their drays or carts in return for payment of the following charges:—

For various Goods.

50c. per vehicle loaded with 2,000 Kg. or under.
60c. per vehicle loaded with more than 2,000 Kg.

For Coal, Coke and Turf.

25c. per vehicle loaded with 2,000 Kg. or under.
30c. per vehicle loaded with more than 2,000 Kg.

BELGIUM.

267 Weighing by Railway at request of consignor to consignee.

The consignor may demand in the way-bill the verification of the weight declared therein. The railway must proceed to this verification, when possible, at the station of departure.

The weight as declared must be entered on the way-bill by the consignor, and the railway itself enters a second time on that document the weight ascertained on request of consignor.

The way-bill is, however, not to be altered if the difference does not exceed 1 per cent. for coal and coke, and 1½ per cent. for minerals, marl and sand, loaded fresh.

No allowance is made on departure in the case of other goods.

When weight cannot be verified as requested on departure, it is checked either during journey or at destination, and for eventual correction of cost of transport the method of procedure followed is, that when the difference does not exceed 2 per cent. no excess is charged, but when the difference ascertained exceeds 2 per cent. of the declared weight it is taxed according to weight.

Weight may also be verified at request of consignee. If such verification shows a difference in weight exceeding 2 per cent. it is charged as above, plus a penalty of double the freight which would have been evaded if verification had not taken place. The railway has the right to verify the weight declared in the way-bill, due notice of such verification to be given to consignor or consignee.

The difference passed in weight ascertained during transit or on arrival is raised to 5 per cent. in the case of coke.

268. Weighing fees.

The following fees are charged for verifying weight:—

(*a*) One centime per 100 Kg. when asked for at station of departure.

(*b*) Five centimes when asked for at arrival station.

This charge is, however, reduced to one centime in the case of wagons going to establishments in connection with the railway when the operations

WEIGHING AND COUNTING GOODS—*continued.*

Belgium—*continued.*

necessary to place the wagons on the weighbridge are performed without delay by the locomotive or horses belonging to such establishments.

These fees are charged per 100 Kg. and rounded off to the 10c. above.

For consignments of incomplete loads of traffic under Tariff No. 3, comprising indivisible masses of more than 100 Kg., the request for verification of weight must be made and be explicitly formulated by the consignor on the way-bill when the latter does not show the weight.

269. Checking by Railway of number of packages.

When loading is carried out by a consignor without special supervision, the railway, on request of the party concerned formulated in the way-bill, allows packages loaded in the station to be counted by its agents, only if they can be counted with ease and rapidity. In this case a note of the verification is made on the way-bill, and, in addition, a receipt is sent to the consignor indicating the number of the packages. Counting is subject to a tax of 1c. per indivisible fraction of 100 Kg. This tax applies to the gross weight and is rounded off to the next 10c. above.

270. Checking fees.

GERMANY.

271 Weighing by Railway at request of consignor or consignee.

A consignee is entitled to demand, on receiving goods, the re-weighing of such goods in his presence in the railway station. This demand must be always complied with by the railway in the case of goods in packages, but, in the case of wagon loads, only in so far as the weighing apparatus available will permit. Should the available weighing apparatus not admit of the weighing of wagon loads of goods in the railway station the consignee is entitled to have the weighing carried out at the nearest place where such weighing apparatus is available in the presence of a representative to be appointed by the railway. If the weighing fails to show any weight deficit for which the railway is liable (*i.e.*, over 2 per cent.), then the consignee must bear the expense of the weighing, and, if required, compensate the representative appointed by the railway for his services. On the other hand, if a weight deficit is proved, which is to be borne by the railway and which has not already been reported by it, then the railway must reimburse the consignee for all expenses connected with the re-weighing. The following are the weighing fees charged:—For parcels goods by express and slow trains, 5 pf. per 100 Kg. This fee is also charged when a sender, after the usual weighing by the railway for purposes of freight has taken place, demands a second weighing whereby the first weighing is proved to have been correct. For wagon loaded goods:—

272. Weighing fees.

(*a*) For weighing individual packages per 100 Kg., ...	4 pf.
(*b*) For weighing on the weighing machine per railway wagon used, or per railway vehicle running on its own wheels, ...	1 M.

The above wagon load fees are charged only when (1) the sender has omitted to state the weight on the way-bill; (2) the sender has expressly asked the weight to be ascertained; (3) the sender, the weighing by the railway having taken place for freight purposes, demands that the weight be ascertained once more and when the first weighing is thereby proved to have been correct; and (4) the consignee demands the re-weighing and when thereby no diminution of weight for which the railway is liable is discovered. If, at the request of the sender or consignee, the empty wagon is re-weighed, then a fee of 50 pf. for every wagon is charged, provided the ascertained weight shows no greater deviation from the weight painted on the wagon than 2 per cent.

273. Checking by Railway of number of packages.

274 Checking fees.

Requests by a sender or consignee that the number of parcels in wagon-loaded goods be checked must be complied with provided the nature of the goods admits of their being so checked without any long delay, and that a counting fee be paid as follows:—For every 20 packages begun, 10 Pf., minimum charge per wagon 1 M., maximum charge per wagon, 3 M.

WEIGHING AND COUNTING GOODS—*continued.*

HOLLAND.

In the case of goods accepted for transit by weight, the weighing, as a rule, takes place in the sending station. If they cannot be weighed at the sending station, the weighing can be effected either at an intermediate station or the station of destination. The sender may be present at the weighing of goods. If he, after the weight has been determined by the railway officials, and before goods are loaded, demands a fresh weighing in his presence or in the presence of his representative, the railway authorities are entitled to demand a weighing fee in accordance with tariff given hereafter. This weighing fee may also be charged if the consignor has not entered the weight in the way-bill and leaves the inserting of the information to the railway officials.

275. Weighing by Railway at request of consignor or consignee.

A consignee is entitled to have goods weighed again on delivery at the railway station. The railway officials must comply with such request in same way and under same conditions as in case of a sender, and in addition when a deficiency is proved for which the railway is liable and which was not already acknowledged, it must indemnify the consignee for the expense incurred by him through re-weighing.

The following are the weighing fees chargeable:—

276. Weighing fees.

(1.) For small goods (Fast or Slow), 2 cents per 100 Kg. Minimum charge for consignment, 20 cents.

(2.) For wagon loads and empty wagons weighed on request of sender or consignee before loading or after unloading, 60 cents per wagon. When the weight of wagon loads is required *per parcel*, the fee as for small or parcel goods is charged. If at the arrival station there are no suitable appliances for weighing wagon-loaded goods and the consignee desires weighing at another station where such appliances are available, then in addition to the weighing fee and freight both ways between the two stations a fee of 1.50 Fl. per wagon is charged for the presence of the authorised official at the weighing.

The railway is bound to check the number of packages in a wagon load consignment on request of sender or consignee provided the working of traffic is not impeded thereby. The fees charged for counting in such cases are 0.06 Fl. per ten packages, with a minimum charge of 0.60 Fl. and a maximum charge of 1.80 Fl. per wagon.

277. Checking by Railway of number of packages.

278. Checking fees.

DENMARK.

The railway is obliged to weigh and check goods handed in in small consignments, but in the case of wagon loads such verification is only undertaken on request and when it can be done without much delay and there is the necessary weighing apparatus at the station. When so undertaken the sender must pay the following fees:—

279. Weighing by Railway at request of consignor and checking by Railway of number of packages.

For weighing small goods when requested, 5 Ore per 100 Kg. or part thereof.

280. Weighing fees.

For weighing wagon-loads of goods, per single package, 5 Ore—per whole wagon-load, 1 Krone.

281. Checking fees

For counting wagon-load goods at request of sender or consignee, 10 Ore per 20 pieces or part thereof, with a minimum charge of 1 Kr. per wagon and a maximum charge of 3 Kr.

Goods stowed in bulk are not counted.

AUSTRIA AND HUNGARY.

282. Weighing by railway at request of consignor or consignee.

Weighing fees are charged (1) when a sender has omitted to state the weight of goods for which a normal weight is not provided in the tariff, or for which freight is not calculated according to the number of parcels; (2) when the sender requests that the weight be ascertained by the railway; (3) when the sender has in the case of small goods given the weight more

WEIGHING AND COUNTING GOODS.—*continued.*

Austria and Hungary—*continued.*

than 1 per cent. too high or too low, and in the case of wagon-load goods more than 5 per cent. too high; (4) when the sender, after goods have been weighed by the railway for freight purposes, asks that they shall be re-weighed; (5) when on delivery of goods the consignee requires them to be re-weighed and when re-weighing shows no diminution of weight or only such diminution as has been already acknowledged by the railway or for which the latter does not accept liability. The weighing fees are:—

283. Weighing fees.

For Fast Goods, 4 Heller per 100 Kg., with a minimum charge of 10 H. per consignment.

For Slow Goods—if weighing takes place on a store or yard weighbridge—4 H. per 100 Kg. of consignments weighing less than 5,000 Kg., with a minimum charge of 5 H. per consignment, and in case more than 2,500 Kg. are weighed at once a maximum charge of 1 Kr. for each weighing. For consignments weighing 5,000 Kg. and upwards the charge is 2 H. per 100 Kg., provided that weighing takes place all at once or in continuous succession of the different parts, but in order to avail of this reduced fee when different lots of goods forming one consignment are weighed in continuous succession, all the lots belonging to the consignment must be weighed within twenty-four hours. If in the case of consignments of 5,000 Kg. and upwards, lots of less than 5,000 Kg. are weighed in interrupted succession in consequence of successive delivery or collection of the goods, then the conditions as to weighing of lots under 5,000 Kg. are applicable.

For Slow Goods, if weighed on the line (or wagon) weighbridge, the charge is 1.20 Kr. per wagon. If, on request of sender or consignee the weight of the empty wagon is checked before or after, then in addition a weighing fee of 60 H. is charged per wagon.

A consignee's demand for re-weighing of goods in his presence must be *always* complied with in the case of goods in packages, but only so far as the available weighing apparatus will permit, in the case of wagon loads. Should the available weighing apparatus not admit of the weighing of goods in the railway station at which they are received, a consignee is entitled to have the weighing carried out at the nearest place where such weighing apparatus is available in the presence of a representative to be appointed by the railway. If the weighing fails to show any weight deficit for which the railway is liable, then the consignee must bear the expense of the weighing, and, if required, compensate the representative appointed by the railway for his services. On the other hand, if a weight deficit is proved, which is to be borne by the railway and which has not already been reported by it, then the railway must reimburse the consignee for all expenses connected with the re-weighing.

When wagon-load goods are weighed on a line (or wagon) weighbridge, the weight of the wagon itself is taken as the weight indicated on the body of the vehicle unless a special weighing of the wagon when empty gives a different weight.

If re-weighing of the goods by the railway without special ascertainment of the weight of the wagon does not show a greater deviation than 2 per cent. from the weight of the wagon as indicated thereon, then the weight so arrived at is taken as correct for the purposes of calculation of freight.

284. Checking by Railway of number of packages.

285. Checking fees.

When, on request of sender or consignee, the number of parcels of wagon-load goods is checked by the railway, then a charge of 10 H. is made for every ten parcels or fraction thereof checked, with a minimum charge of 1 Kr. and a maximum charge of 4 Kr. Like fees are charged if on request of a sender and after the number of parcels has been ascertained by the railway (for their own purposes) the number has to be re-checked. The time required for checking by the railway at sender's or consignee's request is not counted in the time allowed for loading or unloading wagon-load goods, unless the party concerned, having requested that the goods be checked in his presence, has delayed the work by failing to appear in good time.

LOADING, UNLOADING AND REMOVAL OF TRAFFIC.

FRANCE.

286. Time limit for loading.

The loading of wagons by senders must be completed in the course of the day on which they are placed at the disposal of the consignor, provided that the advice note respecting the vehicles has been addressed to the person concerned, so as to reach him on the previous evening before six o'clock, and that the wagons have been placed at his disposal from the usual hour of opening the station. When one or other of these conditions has not been fulfilled, the period assigned to the consignor for loading is increased by twenty-four hours.

287. Demurrage charges for delayed loading of wagon goods.

When the foregoing periods have elapsed without completion of loading, demurrage is charged per wagon, partly loaded or not, whatever be the contents, and per day of delay as follows:—10 fr. per wagon for each of the three first periods of twenty-four hours, and 12 fr. per wagon for each additional period of twenty-four hours. But if the number of wagons placed at the disposal of a consignor exceeds the maximum figure in the application formulated by him for one of the five preceding days, the loading period cannot commence to run each day for any number of wagons greater than that maximum, and the demurrage fee is charged only on the difference between the maximum and any lesser number of wagons actually loaded. The surplus is carried over to the next day in calculating loading time and demurrage, subject to being carried again forward if the maximum is exceeded on the next day.

288. Time limits for unloading of wagon goods.

As regards the unloading of wagons, the company is obliged to place the vehicles at the disposal of the consignee at latest on the day after the advice note of their arrival has been sent and at the usual hour of opening the station. Wagons must be completely discharged during the course of the day on which they are placed at the disposal of the consignee, provided that the advice note has been sent to the party concerned, so as to reach him before six o'clock on the previous evening. Otherwise, the time allowed the consignee for unloading is increased by twenty-four hours. When the number of wagons notified by letter of advice on the same day exceeds ten, the consignee is not bound to effect in one day the unloading of more than ten wagons. An additional day is allowed for the unloading of the rest of the wagons, whatever be their number, unless the complete consignment has been placed at disposal simultaneously by request of consignor or consignee.

289. Demurrage charges for delayed unloading of wagon goods.

When the above-named periods have expired without completion of unloading, the company may either effect discharge itself of the goods yet unloaded, charging for the operation 30c. per ton irrespective of the ordinary storage fees for the goods so unloaded, or it may leave the goods in the wagons, charging, at the expiration of the proper term, demurrage fees of like amount to those charged in case of delayed loading. The foregoing regulations as to loading and unloading apply to wagons belonging to private persons, except that for such vehicles only one-half the usual demurrage fees are charged.

290. Goods in less than wagon loads.

Any consignment of small goods not completed within twenty-four hours may be refused and the goods sent back to the domicile of the consignor or to a public warehouse at his expense.

291. Consignors of wagon goods entitled to whole use of wagons.

A consignor who, under the terms of the tariff, effects loading is entitled to make use of the entire capacity of the wagons used, on the condition that he does not exceed the maximum weight which the wagon can carry and the dimensions of the loading guages of the companies participating in the transport of the traffic.

292. Fees charged by Railway for handling goods.

For the manipulation of goods of all kinds by the railway the following fees are charged:—

Fr. 1.50 per ton for goods carried according to tonnage.

Fr. 1.00 per ton for goods carried per consignment of 4,000 Kg. and upwards, or per full wagon,

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

France—*continued.*

whatever be the tariff applied, unless there be a stipulation to the contrary in the special tariff duly confirmed. The charge is made per indivisible fraction of 10 Kg. and the fees are made up as follows:—

Goods carried according to tonnage—

	Per indivisible fraction of 10 Kg.
1. Loading at departure, . .	40c. per tonne.
2. Unloading on arrival, . .	40c. ,,
3. Station charge on departure, .	35c. ,,
4. Station charge on arrival, .	35c. ,,

Goods carried per consignment of 4,000 Kg. and over, or by full wagon-load—:

	Per indivisible fraction of 10 Kg
1. Loading at departure, . .	30c. per tonne.
2. Unloading on arrival, . .	30c. ,,
3. Station charge on departure, .	20c. ,,
4. Station charge on arrival, .	20c. ,,

The foregoing fees are applied whatever be the method of loading and unloading employed (hand, crane, gangway, or weighing machine, etc.).

293. Loading and unloading charges deducted when goods handled by owners.

For goods carried per consignment of 4,000 Kg. and over, or per full wagon-load, and when the labour of loading and unloading is performed by the consignor or consignee in accordance with the tariff applied, the fee of 30c. per ton for each operation of loading or unloading is deducted and the station charges only of 20c. per ton on departure and on arrival are payable.

294. Terminal charges on private siding goods.

The following charges are made for goods to or from private sidings, 20c. per tonne to the first departure station on the main line, and 20c. per tonne to the station of destination, or *vice-versa*.

Consignments not exceeding 40 Kg. are in all cases exempt from loading, unloading, and station charges.

295. Use of Railway cranes by the public, and charges therefor.

When loading or unloading of goods is effected by the consignor or consignee, the company must, in stations where there is hoisting apparatus of sufficient power and when it is not engaged in the service of the railway or undergoing repairs, place it at the disposal of the parties interested, at the request of the latter and in return for the following charges:—

Apparatus worked by hand without the assistance of the company's staff, 15c. per tonne per operation of loading or unloading, with a minimum charge of 25c. per indivisible half-hour. Apparatus worked by motor, 30c. per tonne per operation, with a minimum charge of 1 fr. per indivisible half-hour, which charge includes the wages of the company's mechanician and the supply of motive force necessary to work the hoisting apparatus. The time devoted to shunting wagons into position for such loading or unloading is not included in the calculation of the time limit on which the minimum charge is based. On the State railways hoisting apparatus is placed gratuitously at the disposal of the public, except in case of indivisible masses and objects exceeding certain dimensions charged under Slow goods special tariff No. 29, for which the charge is 15c. per ton and per operation. Hoisting apparatus is only placed at the disposal of consignors and consignees under the express condition that the manipulation of it shall be in the latter's charge and at their expense, risk, and peril, under the conditions of the common law.

NOTE.—There are many exceptional provisions as regards loading and unloading of traffic in specially reduced tariffs for various kinds of traffic. These are shown hereafter where such special tariffs are used in comparison with Irish rates.

296. Storage and wharfage charges.

When goods addressed to a station are not removed, from whatever cause, within the prescribed time, a fixed storage fee is charged per indivisible fraction of 100 Kg. as follows:—

5c. for first period of twenty-four hours.
5c. ,, second ,, ,, ,,
5c. ,, third ,, ,, ,,
10c. ,, fourth ,, ,, ,,
15c. ,, fifth ,, ,, ,,
20c. ,, every additional period of twenty-four hours.

In all cases the minimum charge is 10c.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

France—*continued.*

The foregoing fees are also charged for storage of goods addressed to domicile when consignee is absent, unknown or refuses to accept delivery, but subject to notice of the fact being given immediately to the sender. (In such a case the cartage of the goods back to the station is also charged). Storage may also be charged, after the lapse of twenty-four hours after handing in, on goods which the railway, on request of a sender, agree to store on their platforms or in their warehouses at the despatching station beyond that time. Railways are not, however, bound to accept any goods but those ready to be forwarded.

Railways are bound in the event of delay in removal or delivery of goods from station of destination to advise the sender directly of the fact. For goods addressed to station the advice must be posted by the arrival station within twenty-four hours after ascertainment of the material fact preventing delivery, and for goods addressed to domicile the time is extended by a period equal to that allowed for cartage, provided, however, that such extension does not exceed forty-eight hours. The foregoing periods are increased by Sundays and holidays. Goods are held to be delayed or in suspense when (1) they have been refused by the consignee; (2) when the consignee is unknown or does not reside at the address given; (3) when goods have not been claimed within a period of four days calculated, in the case of goods to be delivered at station, either from the expiration of the regulation periods, or from delivery of advice note to consignee, and, in the case of goods to be delivered at domicile, from which the consignee is absent, from the day after return of the goods to the station, and (4) goods which are the object of legal distraint, seizure or claim. Goods of which delayed removal or delivery has been advised to a sender remain at disposal of the original consignee until the receipt by the arrival station of further instructions from the consignor. The railway may *not* collect storage charges unless the advice note as to undelivered goods, which must be sent to a consignor, shows the day when the storage began. A fee of 10 centimes is charged for sending advice of non-delivery of goods to a consignor.

297. Advice of arrival of goods.

An advice of arrival must be sent to consignee by post, telephone, telegraph, or express, provided the cost does not exceed 10 centimes, unless the consignee undertakes to pay any additional cost involved.

BELGIUM.

298. Goods in less than wagon loads handled by Railway.

Express goods (Tariff No. 1) and accelerated goods (Tariff No. 2) are loaded and unloaded by the railway. The loading and unloading of incomplete loads of slow goods are also effected by the railway, except when the consignor requires the exclusive use of a wagon, to be sealed by him, and are subject to a charge of 10c. on every 100 Kg., in addition to the supplementary expenses of handling, if, in default of instructions from the consignee, or at his request, the railway hoist the goods to the upper floors of a warehouse or lower them into the cellars of the same. No deduction is made for assistance rendered by consignor's or consignee's workmen during these operations.

299. Loading and unloading of goods in bulk.

The loading and unloading of goods presented in a loose state (in bulk) in full wagon-loads must be effected by and at the expense of the consignor and consignee.

300 Loading and unloading of wagon goods by owner.

In the case of goods other than those in bulk sent in complete wagon-loads the consignor and consignee may load and unload them. Loading of complete loads by a consignor entails upon the consignee the duty of unloading and removal at his own expense. Goods, the loading of which is not undertaken by the railway, must be loaded by and at expense of consignor within prescribed time limits, unless specially authorised otherwise by the railway.

The railway may, on demand of the consignor, undertake the loading and unloading of wagon goods. The fee for handling is charged integrally, even when unloading has been effected by a consignee.

301. Loading and unloading by Railway.

The railway is not bound to effect the loading and unloading of full or incomplete loads comprising indivisible masses of more than 500 Kg., or of objects the handling of which requires special apparatus (crane, etc.) when the station does not possess the same or has not a sufficient staff for the purpose.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Belgium—*continued.*

The railway in no case undertakes the handling of packages of mirror glass the weight of which is more than 3,000 Kg., or the dimensions of which are such that they cannot be loaded into closed vans. Returned empty packages and packing loaded and unloaded by railway are charged from 100 Kg. to another 100 Kg. The *freight* is charged per unit of 10 Kg.

302. Use of Railway cranes and charges therefor.

When loading or unloading is incumbent on the consignor or consignee, the employment of loading apparatus (cranes, shears, wagon cranes, etc.) belonging to the railway is subject to a charge of 3c. per 100 Kg. for each operation. This charge is applied to every 100 Kg. of the gross weight, and is rounded off to the next 10c. above. Employment of apparatus used at departure is not obligatory at arrival, and *vice versa*.

An additional charge of 2c. per 100 Kg. is made if the electrically-worked 25-ton crane of the N. Belgian Co. at Liege is employed, provided that in respect of indivisible masses of more than 15,000 Kg. such additional charge is only levied on that weight.

303 Time limit for removal of goods.

Goods which are not to be unloaded or sent to domicile of consignee by the railway must be removed from the railway station by the consignee or his representative during the hours specified for acceptance of goods (*i.e.*, between 6 a.m. and 7 p.m. from 1st of April to 30th of September, and from 7 a.m. to 7 p.m. from 1st October to 31st March), unless in cases of special permission to perform the work at another time. The period allowed to effect removal, including, if necessary, the unloading of the wagons, is fixed in a general way at eight hours, beginning with the moment that the notice of arrival was handed to the consignee or his representative.

This rule admits of the following exceptions: (*a*) when the consignee resides in Belgium, in a locality which is not habitually served by the station of arrival of the goods, or when he resides in a foreign country, the removal period commences with the moment when the letter of advice of arrival was posted or handed in as a telegram at the telegraph office; (*b*) wagons forwarded to establishments connected to the railway by private sidings or junctions must be returned within the space of six hours per operation of loading or unloading, or twelve hours if the wagon forwarded loaded to the establishment is returned with a fresh load, unless in cases where other periods are fixed in the general or special conditions of conventions or authorisations relative to private sidings, which are defined in an appendix to the published traffic regulations, and show time limits, varying from eight to twenty-four hours; (*c*) a period of ten hours is allowed for the discharge of fully loaded consignments to a bonded warehouse—the consignee being allowed five days in which to remove goods so discharged in a Customs bonded warehouse, or to bond them in his own name, and to pay off the expenses of transit and other charges owing to the railway companies. In calculating removal periods, only the hours are counted during which the offices are open to the public, and which are determined in the case of the railway as already indicated, and in the case of the Customs by the special regulations of the bonded warehouse in each town. No account is taken of Sundays or of the following legal holidays:—1st January, Ascension Day, 21st July, Assumption, All Saints and Christmas Days, Easter Monday and Whit Monday. When, at the request of a consignor or consignee, the weight of goods is verified on arrival, the period allowed for unloading is suspended from the time when the demand for weighing was made until the completion of the operation. In the event of unusual congestion of traffic, the time allowed for unloading may be temporarily reduced by a special notice, published in the *Moniteur*, which notice, in case of necessity, is applicable to all consignments delivered to the railway subsequent to such publication.

Goods liable to rapid deterioration may, after the expiration of the time limit for removal, be sold, even from hand to hand, after notice has been given to the consignee, and with no other formality than a preliminary statement as to their condition by a police officer. The result of the sale is announced to the consignor and consignee. In all other cases, if the consignee does not take delivery of goods within the time fixed by the regulations, the railway authorities are authorised to effect the sale of the goods in accordance with Article 8 of the Belgian Transport Law, or to hand them over to the State, in pursuance of the existing laws. Article 8 of the Transport Law provides that in case of refusal of goods, their condition is to be examined, if one of the parties concerned desires it, by one or three experts, nominated by an Order of the President of the Court of Commerce, issued in response to a request for the same. The consignee of the goods will be summoned by a registered letter, giving the day and hour of the expert's examination. The Order may prescribe the deposit or sequestration of the goods and their removal into a public or private place. It may also direct their sale for the benefit of the carriers to the extent of the amount due for conveyance. Such sale takes place in public, in a place designated by the President, and three full days, at least, after a notice has been served on the consignor and consignee. This time limit is doubled when one of the parties concerned lives abroad. In case of urgency, the President may shorten these time limits. No opposition to or appeal against the Order is allowed. It constitutes a writ of summary execution, and requires no registration.

303*a*. Penalty for over loading and for incorrect description of goods.

When a wagon loaded by consignor is overloaded excess freight is charged for the whole journey from point of departure to destination equal to ten times the freight on the overload, but this supplementary tax is not charged if verification was requested by the consignor in the way-bill. A false or insufficient declaration as to the nature of a consignment entails a penalty of twice the freight due in respect of transport in addition to the difference payable in respect of the proper charge from point of departure to that of arrival. A consignor who shall have forwarded by means of a false or insufficient declaration articles excluded from transport under the regulations, or others which are only carried under special conditions, will be liable to a penalty of 15 fr. per Kg. on the gross weight.

304 Advice of arrival of goods.

Consignee is advised of arrival of goods not to be delivered by the railway. Advice is sent free of charge in the case of consignments under Tariffs 1, 2 and 4 sent "bureau restant," or destined for stations where carrying is not organised. A fee of 10 centimes is charged in case of slow goods (Tariff 3), including those sent over private siding lines belonging to consignees. Advice notes are sent by post or messenger, but consignees may claim to be advised by express messenger, or telegraph on paying cost of same.

305. Demurrage storage and wharfage.

For delayed loading or unloading of wagons demurrage is charged at the rate of 25c. per hour per wagon of any size. When goods are not removed by consignee within regulation time limits, storage is charged at the rate of 5c. per day per 100 Kg., and in the case of private wagons at the rate of 10c. per hour per wagon. This charge also applies to goods refused by consignee. During press of traffic the foregoing demurrage and storage charges may be increased by special public notice. Goods stored in the open on the railway premises are allowed ten days free; from the eleventh day a fee of 1c. per 1,000 Kg. per day is charged, with a minimum of 10c. Sundays and church holidays are not counted in calculating storage and demurrage. Storage and demurrage may be remitted in certain cases. In the event of the parties interested not effecting unloading within time limits the railway may unload at the cost and risk of those interested, and may store the goods, charging in addition to demurrage and storage a special unloading fee of 5c. per 100 Kg.

GERMANY.

306. Goods handled by and at expense Railway.

Loading and unloading of goods handed in, as parcels (*i.e.*, other than in wagon loads), for express or slow transit, on to railway wagons or off the same is effected at the expense of and by the railway. Explosive, inflammable, corrosive and other dangerous goods are, however, excepted. In the case of objects which weigh separately more than 750 Kg., or which cannot be loaded through the side-doors of covered wagons, the railway may require the loading to be done by the sender and the unloading by the consignee.

307. Goods handled by owner.

All goods other than those dealt with by the railway ,as above described, are to be loaded and unloaded by the sender and consignee, unless the railway undertake these operations in return for the follow-

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Germany—*continued.*

ing fees:—For parcels, in the case of objects weighing, separately, more than 750 Kg. and also for full wagon loads.

308. Fees payable when goods handled by Railway at owner's request.

(a) Loading or unloading fees per 100 Kg., 4 Pf.; (b) cranage fees per 100 Kg., additional to loading or unloading fee, 3 Pf.; maximum cranage charges for one way-bill consignment, 50 Pf.; maximum cranage charges for one wagon, 2 M.; unloading fee for corn, husk fruits, clover, malt and oil seed, loose, by side of line, per 100 Kg., 6 Pf.

The hire for loan of sacks to hold the corn, etc., or indemnity for procuring the same, is charged at the local rate, and to the amount of the sum actually expended.

In the case of loading or unloading goods by the railway side, when the construction of the wagon does not admit of the loading or unloading of articles weighing less than 750 Kg. each (*e.g.*, petroleum in barrels, and the like), without the use of a crane, the loading fee of 4 Pf. per 100 Kg. only is charged—that is, without the addition of a special cranage fee.

309. Use of Railway cranes and charges therefor.

If the sender or consignee is allowed the use of a crane, on his request, to carry out loading or unloading, then cranage alone is levied. For the conveyance of a crane from one station to another, if a request for such is complied with by the railway, a fee of 3 M. is collected from the party making the application. An application for loading to be performed by the railway must be made by the sender, in writing, on the way-bill, and application for unloading to be performed by the railway must be made, in writing, by the consignee. If the railway accede to such applications, the sender or consignee has no power to interfere with the work of loading or unloading. Should the railway, without proper written application, place a sufficient number of men at the disposal of a sender or consignee to perform the work of loading or unloading under the direction of the railway or its representatives, this is not deemed to be an undertaking by the railway of the work of loading or unloading, and the provision in the general regulations, that the railway is not liable for damage arising from risks attaching to loading or unloading of goods which under such regulations should be dealt with by the sender or consignee is, therefore, not affected.

310 Time limits for loading by sender.

In case loading is to be performed by a sender it must be done within regulation hours of service.

311. Storage, wharfage and demurrage charges.

When goods under same way-bill are to be loaded by the railway and are sent in by instalments, the railway is empowered, should the handing in be prolonged by the sender over twenty-four hours to collect storage fees as under:—

When goods are stored in covered premises, for every twenty-four hours and 100 Kg., commenced, 10 Pf.

When the goods are deposited in the open air, for every twenty-four hours and 100 Kg., commenced, 4 Pf.

The above regulation applies when goods to be loaded by the railway are delivered with an incomplete or incorrect way-bill and the error is not corrected within twenty-four hours after the objection was made.

Should the loading of goods by a sender not be effected within time limit, which must be made public by notices in the despatching offices and in a local newspaper, he must, after its expiration, pay wagon dues or demurrage as follows:—

For the first twenty-four hours, per wagon, 2M.

For the second twenty-four hours, per wagon, 3 M.

For each additional twenty-four hours, per wagon, 4 M.

The foregoing demurrage applies also to private wagons after expiration of the prescribed unloading time limit. The time limits do not include Sundays and holidays or the time occupied in operations of Customs or Tax Offices, provided these are not prolonged by the sender; but, after expiration of time allowed for loading and unloading, demurrage is charged for Sundays and holidays. Demurrage is further charged in the case of goods to be loaded by sender which have been delivered with an incorrect or incomplete way-bill, and when the correction has not been made within the time limit fixed for loading. When the time limit is exceeded, the railway is empowered to unload the goods at the cost of the sender, and to store them at his expense and risk.

312. Bulk loading must be done by senders.

Loose (or bulk) loading of goods, such as corn, husk fruit, clover, malt, and oil seeds, must be effected by sender, and precautions taken by him for prevention of the goods from scattering.

313. Advice of arrival of goods.

When goods are to be unloaded by consignee, notice of arrival must be given to him, at his expense, in writing, either through post or by messenger, unless some other means have been agreed upon, in writing, between the railway company and the consignee, the time limit within which the goods should be removed being stated in the notice. No notice is sent when the consignee so desires, or in case of goods stored at the railway. Should a consignee desire to arrange with the railway, either for a single case or once and for all, the manner in which notice of arrival of goods is to be given to himself or his representative, by messenger, post, telegraph, telephone, or otherwise, he must make a written request to this effect to the goods department. A special form is prescribed for requests which are made once and for all. In the case of ordinary goods, the notice of arrival must be sent out, at latest, after the arrival of the goods, and when they are ready for removal. In case of express goods, provided extraordinary circumstances do not make a longer term unavoidable, the notice must be sent out within two hours. These terms do not include Sundays and holidays, from twelve o'clock noon, and working days from six p.m. to the commencement of the working hours of the following day.

314. Fee for sending advice of arrival of goods.

No fee is charged for making out advice of arrival, but a fee of 5 Pf. is charged for sending it by hand, and postage is charged if sent through post.

315. Penalty for incorrect description of goods, under-declaration of weight of wagon loads and for over-loading.

When the contents of a consignment are incorrectly given, or the contents of a wagon load underestimated, or when a wagon loaded by a sender is over-loaded, there is charged (apart from the subsequent payment of any difference of freight and of compensation for any damage caused or of any penalty provided under criminal or police regulations) an additional freight, as penalty, which is to be paid to the railways taking part in the carriage, and the amount of which is fixed as follows:—

When explosives, inflammable goods, etc., are handed in with an incorrect or incomplete declaration of contents, or the precautions prescribed by regulations are neglected, then the amount of additional penalty freight is 12 M. per Kg of the gross weight of the whole package. In all other cases of incorrect declaration of contents the additional freight, provided the incorrect declaration of contents does not imply a diminution of freight, is 1 M. per way-bill, and, otherwise, double the difference between the freight from station of consignment to destination for the contents, as declared and as ascertained, with a minimum of 1 M.

In the event of the weight of a wagon-load being under-declared, the additional penalty freight is double the difference between the freight for the declared and ascertained weights for the distance from station of consignment to destination.

In the event of over-loading beyond registered tonnage of a wagon loaded by the consignor himself, the additional freight penalty amounts to six times the freight from station of consignment to destination for the weight in excess of the legal tonnage. This rule is also applicable to objects, freight of which is not calculated according to weight. In particular, if freight is to be calculated according to loading area, then the additional freight or penalty is made out in the following way:—First of all, the freight, according to the loading area of the wagon used, is regarded as freight for the maximum loading weight allowed in each case. The amount of the charge so ascertained for the maximum loading weight of load is applied in calculating the over-weight, and the amount of the freight arrived at for the over-weight multiplied by six. When, simultaneously, too low a declaration of weight is made, and a wagon is over-loaded, then the additional freight for too low a declaration of weight and also that for over-loading are charged.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Germany—*continued.*

316. Time limits for removal goods.

Goods unloaded by the railway must be removed by the owners within the free storage time, which is not less than twenty-four hours after despatch of advice note of arrival. The time within which goods unloaded by consignee are to be unloaded and fetched away is fixed by each railway, and properly announced. If advice note is sent by post, the time limit begins not earlier than three hours after the note was posted. In case of goods stored in station, or not required to be delivered to consignee by the railway, the period begins from the time of arrival of the goods. If wagons are not placed in readiness for unloading, the time allowed for unloading does not begin until they are so placed.

In case of great press of traffic, the railway may shorten the time allowed for loading and for free storage, and may increase storage and demurrage fees.

317. Storage, wharfage and demurrage charges.

If goods are not removed within specified time limits, storage or demurrage fees are charged. The railway may also have goods unloaded at risk and expense of consignee. On the other hand, the railway must defray the cost, if the consignee has attempted in good time, but in vain, to remove the goods, and if notice of arrival having been issued, the goods are not placed at disposal of the consignee, at latest, within one hour after arrival of the carrier to fetch them away.

Railways are bound to store, temporarily, goods (excepting perishables) handed in by consignors, but which cannot be forwarded at once, in so far as the available storage room permits, and to issue a receipt for the same, with the proviso that acceptance for transit only takes place when forwarding is possible.

The sender must declare his agreement to this procedure in the way-bill. In a case of this kind, the railway is responsible as depository until the freight contract is concluded.

318. Wagons not fully used by sender.

The railway may make use of the empty parts of a wagon loaded by a sender.

HOLLAND

319. Goods handled by and at expense of Railway.

The fee for loading and unloading small goods (*i.e.* less than wagon loads), both fast and slow, is included in the cost of transport.

320. Wagon-loads handled by and at expense of consignor and consignee.

The loading and unloading of wagon-load class goods must, *as a rule*, and of objects of unusual weight or dimensions, or for which special arrangements must be made must *always* be effected by consignor and consignee. The workmen employed thereat must obey instructions given to them by the railway officials. Neither sender nor consignee may make any claim to the use of the goods sheds, and goods must be loaded and unloaded at the places in the stations which the railway officials shall indicate.

321. Charges for loading and unloading goods by Railway.

If on demand of consignor or consignee goods rated, or to be rated, according to the wagon-load classes are loaded or unloaded by the railway (for which, however, there is no obligation), then the following charges for the service are collected, viz.:—Loading, when the sender acknowledges that no liability is imposed thereby on the railway, than if the sender has himself loaded the goods, or loading of parcels up to 1,000 Kg. each, fee, 0·02 Fl. per 100 Kg. For parcels of more than 1,000 Kg. each, 0·07 Fl. per 100 Kg.

322. Charge for use of railway cranes.

For the use of cranes, hoisting apparatus, or other unusual appliances, in loading or unloading, the following fee is charged:—For objects of more than 1,000 Kg. but not heavier than 5,000 Kg., by senders or consignee's workmen for each operation 0·05 Fl. per 100 Kg. If senders or consignees themselves load or unload, and wish to make use of the steam cranes belonging to the railway, with service of mechanicians, then a fee of 0·50 Fl. per hour is charged for the hire of same, with a minimum of 4 Fl. The foregoing rule applies only to steam cranes of, at most, 5,000 Kg. lifting capacity. In loading and unloading objects of not more than 1,000 Kg., the use of the cranes placed in stations is allowed free, both to sender and consignee, as when loading and unloading are carried out by the railway. The use by senders or consignees of cranes, hoisting apparatus, and tools or tackle belonging to the railway is subject

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Holland—*continued.*

to the liability of the former, and damage to such apparatus, etc., must be immediately made good by the person using them.

323. Regulation hours for loading and unloading.

If loading is to be done by sender, fast and slow goods must be loaded by him within regulation hours, viz., between 7 a.m. and 7 p.m., on all working days, from 1st April to 30th September, and between 8 a.m. and 6 p.m. from 1st October to 31st March.

324. Time limits for loading by sender.

When a consignor receives notice in a forenoon that wagons are at his disposal, loading must be completed on the same day; and, when he receives it in the afternoon, loading must be completed on the following day by two o'clock p.m.

325. Storage, wharfage and demurrage charges.

When goods entered in the same way-bill are not all brought in at the same time, or are offered with an incomplete or inaccurate way-bill, and, in consequence, have to lie until a completed or corrected way-bill has been received, then the railway, when delivery has not been completed within twenty-four hours and an obvious delay is caused, or when in that time the way-bill has not been completed or corrected, may, after the lapse of twenty-four hours, charge storage or demurrage for the already delivered goods, until the consignment entered on the way-bill is all brought in or the way-bill is completed or amended. When goods are in question which have to be loaded by the sender, and for which one or more wagons have been placed at his disposal, if the loading is not completed within the fixed time, and the goods ready for forwarding, wagon hire or demurrage is collected as follows:—For each wagon, 0·12 Fl. per hour with a minimum of 0·60 Fl. per wagon. The railway authorities are also empowered, when the loading period has elapsed, to unload the wagons at the expense of the sender, to make use of the wagons for other purposes, and to stack up the unloaded goods at his risk, and subject to payment of wharfage or storage at the following rates:—Wharfage (in the open), 0·01 Fl. per 100 Kg. per day, with a minimum of 0·10 Fl. per consignment; and for storage in goods sheds, 0·02 Fl. per 100 Kg. per day, with a minimum of 0·10 Fl. per consignment.

326. Penalty for overloading and for under-declaration of weight.

When goods are loaded by a consignor, the latter must only load wagons to the carrying capacity indicated on the wagons, and within the loading gauge fixed for the purpose. For overloading, the railway authorities may, in addition to compensation for the damage caused thereby, impose a penalty as follows:—Should the tonnage of the wagon be exceeded only, double freight is charged on the excess weight for the whole of the journey entered on the way-bill, and if, in addition to overloading, the weight has been under-declared, four times the freight on the additional weight is charged. In this penalty the conveyance freight for the overweight is not included, this latter being calculated separately, and added on. When overweight is discovered in the course of a journey, the cost of unloading the excessive weight and of reloading it into another wagon is further taken into account.

327. Time limits for removal of goods.

On production of the way-bill bearing acknowledgement of payment to the railway of freight and other charges, and in return for a receipt in the register of goods received—nothing but receipt of the goods being certified in such case—the goods (not carted by the railway) are delivered to consignee in the goods department or goods sheds or on the platform, or wagon-loaded goods are placed in readiness for unloading at the unloading places, and this with due observance of the following conditions:—Goods must, except as hereafter provided, in case of those unloaded by consignee, be carted away on all working days between the fixed hours, which are the same as for loading, and within the period fixed as free of storage or demurrage, which may not be less than twenty-four hours. This period commences, as a rule, from the moment when the advice of arrival is received, but for goods, the arrival of which cannot be notified to the consignee, for goods addressed "station restante," and for goods of which the consignee has declared, once and for all, in writing, that he requires no advice of arrival, the period runs from the moment of the arrival of the goods When the advice is given through the railway officials, the hour alone entered on the receipt, constitutes a proof of the time of their arrival; and, when the advice is sent by post, the hour of arrival of this advice note

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Holland—*continued.*

is calculated to be two hours after the latest hour at which, according to the post-mark, the notice was posted. The consignee must cart away the goods which are to be unloaded, but not delivered by the railway, from the station of destination, within twenty-four hours after receiving notice, as above, of their arrival. The period within which goods loaded by a sender must be unloaded by consignee and carted away are fixed by the special traffic regulations of each railway, and are made public in every station by placards in the goods office, and from time to time notified in a newspaper. The existing regulations of the Holland and the Dutch State and Central Railways fix the period at eight hours after receipt of advice of arrival, but within the working hours hereinbefore specified. If only a part of the goods entered in the same way-bill has arrived, and such a part is of value in itself, the acceptance of that part and the payment of freight due in proportion, may not be refused by the consignee, without prejudice to his right to delivery of the remainder or to damages, if any.

328. Wharfage, storage and demurrage.

Anyone omitting to take over goods within the time fixed and to cart them away from the station is liable to payment of storage, wharfage, or demurrage. On the other hand, the railway is bound to make good the expense proved to have arisen through the consignee having attempted, in good time, but in vain, to cart away goods, when such goods, the arrival of which having been already notified by the railway, are not placed at disposal of consignee within one hour after the carrier has reported himself for unloading or carting away. To this regulation exception may be made by the Minister of Waterways, Commerce and Industry, in the case of certain stations to be designated by him. It is therefore stated in the advice of arrival if the goods can be unloaded and carted away. When wagons loaded by the sender are not unloaded within the fixed time and the goods carted away, the railway, without thereby assuming any responsibility, is empowered to have the wagons unloaded at the expense of the sender or consignee, and to demand the sum fixed for storage, wharfage, or demurrage. When, in consequence of a measure from superior authority—for instance, temporary detention of goods by the Revenue officers or judicial seizure—the railway is prevented from carrying or delivering the goods, it is empowered, if the goods remain in the wagon, to collect demurrage. When regular traffic is threatened by a great accumulation of goods, the railway is empowered to raise the amount of storage, wharfage, and demurrage fees, to lengthen the period within which wagons will be placed at disposal of consignee, having due regard to the powers of the Minister of Waterways, etc., in this respect; and also, if these measures be not sufficient, to reduce the time during which goods may be left lying, and also the free demurrage period, all for so long as the pressure lasts, provided that due regard be paid to the provisions for the prolongation of time limits of conveyance of traffic. Goods which a consignee refuses or neglects to take over within the regulation time, or goods, the delivery of which is impossible, also goods addressed "station restante," which have remained at their arrival station longer than the time fixed in the special traffic regulations (*i.e.*, forty-eight hours for the Holland, Dutch State, and Central Railways), without the consignee having reported himself, remain at the expense and risk of the sender, who, if fast goods are in question, must receive notice thereof as soon as possible. The railway authorities are empowered to have such goods placed in a public store, or to hand them over to a carter ("expediteur") at the expense and risk of the party concerned, and there placed at disposal of consignor (to whom notice accordingly should be sent at once), on payment of the freight, advances, and expenses with which they are charged.

329. Fee for sending advice of arrival of goods.

The fee for sending advice note of arrival of goods is—for delivery by railway service, 0·05 Fl. each, and through post, 0·05 or 0·03 Fl., according to postage of each note. When sent through post, the advice is despatched within four hours after arrival of fast goods and six hours after arrival of slow goods, excluding the time between 10 p.m. and 8 a.m.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

DENMARK.

330. Goods loaded by and at expense of Railway.

Parcel goods (*i.e.*, in less than wagon loads) are loaded by the railway without any special fee being charged, with the exception of certain dangerous goods and of packages weighing more than 500 Kg., which must be loaded by a consignor himself.

331. Loading charges.

Where circumstances permit, the railway will, on the request of consignor, undertake to load such goods on payment of the charges fixed as below, but it does not thereby accept any other responsibility than if the sender himself had effected the loading. The loading charges are usually 3 Ore per 100 Kg. or part thereof, but special rates may be fixed for different stations and also for heavy or difficult goods.

332. Storage of goods and charge therefor

The complete handing in of a consignment of parcel goods must be effected within twenty-four hours reckoned from the time when the way-bill was handed in with the first instalment of the consignment, otherwise he must pay in respect of the whole consignment from the expiration of the above-mentioned period until the consignment is properly handed in to the railway (during which time the goods lie at his own risk), a storage charge of ½ Ore per 100 Kg. per twenty four hours, or part, if the goods are stored in the open, with a minimum of 5 Ore and a charge of 1 Ore per 100 Kg per twenty-four hours, or part, if the goods are stored under cover, with a minimum charge of 10 Ore. Where the railway has established special storehouses for certain kinds of traffic, special charges and rules can be fixed.

333. Wagon goods to be loaded by sender

The loading of goods sent in entire wagon loads is incumbent on the consignor. He must, in doing this, obey the rules and instructions laid down by the railway with regard to transit, particularly with reference to the distribution, form, and dimensions of the load, its securing and support, and he must himself supply the ropes and other materials required for the purpose. Wagons placed by the railway at the disposal of a consignor must be in good order and condition, thoroughly cleaned and purified, and the tarpaulin covers whole. If the consignor thinks that this is not the case he must immediately, and before commencing to load, make his objection, so that the wagons may be put in proper order and the tarpaulins replaced by others. The consignor must himself supply the necessary material for laying under his goods to protect them from the dampness of the wagon floor. Wagons must not be loaded in excess of their proper tonnage, or with a greater weight than that given in the way-bill.

334. Loading by senders must be within regulation hours

Loading must be performed during the hours when the loading stations are open (from 6 a.m. to 6 p.m.). If, in exceptional cases, goods are allowed to be loaded during hours other than the above, the railway is entitled to demand full payment in accordance with a calculation made of the expenses it may have thereby incurred for labour, night charges, keeping up steam in the shunting engine, light, etc. When the consignor wishes, and when circumstances at the station in question admit, the railway undertakes to do the loading in return for the fees already specified, but it does not thereby accept any liability other than if the consignor himself had carried out the loading.

335. Time limits for loading wagon goods.

The wagons ordered by a consignor must be loaded ready for departure and the proper way-bill for them must be issued, at latest, twenty-four hours after the wagons have been placed at the consignor's service. Holidays and natural obstacles, such as snow-drifts, are always left out of account when calculating the loading time limit. A wagon is deemed to have been placed in readiness when it is brought on the loading track and the consignor has received due notice of the fact. The notice must be given gratis, by post card, unless it is given free of charge by word of mouth, by messenger, from the station. On request the notice is sent to the consignor by special messenger, by telephone or by telegram, but in this case the expenses so incurred by the railway must be refunded. The railway's record of notice having been sent is taken as decisive should any doubt arise as to what notice has been given or at what time. If the station sends out the notice by post card, the consignor is deemed to have received it six hours after the departure of the first post by which the card could have been

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Denmark—*continued.*

despatched from the usual posting place of the station unless the consignor can prove that the advice note could not have come to hand until a later hour on account of postal arrangements. If a consignor has omitted to give his address in ordering wagons, the railway is not bound to inform him of the time they will be at his service, and the loading time is counted from the time when the wagons were placed on the loading track. The loading time allowed shall include at least six hours of the usual working time of the day for small wagon-loads, at least nine such hours for large wagon-loads, and, for several wagon-loads or for wagon-loads of 20,000 Kg. each, some additional time is given. For longer distances than 8 Km. from the station in addition to the above-mentioned minimum times, three hours are allowed.

336. Demurrage and storage charges for delayed loading and security against demurrage.

When the loading time is exceeded, or when a wagon ordered is not used, demurrage is charged at the rate of 2 Kr. per twenty-four hours, or part thereof. The railway is, moreover, empowered in such a case to dispose of the wagons in some other way or to unload the already partially loaded goods and store them at the risk and expense of the party who ordered the wagons. As security for payment of possible demurrage a deposit of 4 Kr. per wagon may also be required when wagons are ordered. If the loading time limit is exceeded the demurrage is calculated from the time of expiration of the same. If a wagon ordered is not used the following rules are applicable in calculating the demurrage: (1) a charge as for one day is made when an order for a wagon is cancelled on the same day as the wagon was ordered, or if the cancelling takes place at latest at the time when the wagon was to have been supplied; (2) otherwise demurrage is charged from the midnight next following the receipt of the wagon order until notice is received that the wagon ordered is not required, or until the railway disposes of the wagons otherwise, but at *most* for two days; (3) if a wagon order is cancelled thirty hours before the time when the vehicles were to be supplied no demurrage is charged. Sundays and holidays are counted like working days when an ordered wagon is not used. When the supply of wagons is particularly scanty the loading time limit may be reduced by the railway authorities on notice to that effect being given previously.

337. Advice of arrival of goods.

When goods accepted for conveyance have arrived at the station of their destination the railway must see that the consignee is advised of the fact. This may be done, at the option of the railway, (1) by "bringing in" (presenting) the corresponding way-bill, in which case the consignee, if he does not redeem the way-bill, is bound to certify that it has been produced —the way-bill can be presented ("brought in") between the hours of 6 a.m. and 9 p.m.; (2) by sending a written notice of advice of arrival of the goods to the domicile or place of business of the consignee; (3) by sending a prepaid letter or post card, in which case the railway may require the outlay on postage to be refunded unless the consignment consists of wagon-load goods; (4) by telephone, if the consignee is connected by telephone with the arrival station and has given written instruction to have advice of arrival of goods sent to him in that way. The railway's record of sending advice of the arrival of goods by one of the four methods above-described is decisive should any doubt arise as to whether arrival was advised, or at what time. On request of a consignee, advice of arrival of certain consignments may also be sent by express messenger or by telegram, the expenses thereby incurred being paid by him. The obligation of the railway to inform a consignee of the arrival of goods is cancelled when they are addressed "to be kept in station," or when the consignee cannot be found. The railway is likewise entitled to omit advising arrival when a consignee has given instructions that such advice shall not be sent to him, either in a general way for all goods addressed to him or in the case of a particular consignment.

338. Charge for sending advice of arrival of goods.

339. Goods unloaded by (a) Railway and (b) Owner.

Parcel goods are unloaded by the railway without any special fee, but with the same exceptions as apply in the case of loading. Such excepted goods, as well as wagon-load goods, must be unloaded by consignees. When the consignee desires, and when the conditions at the railway station admit of it, the railway does, however, undertake to unload on his behalf in return for charges similar to those applicable in case of loading goods by request of sender and under like conditions as to non-liability.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Denmark—*continued.*

340. Time limits for unloading and removal of goods.

Goods which are not delivered at domicile by the railway shall, as soon as possible, be placed at disposal of the consignee—wagon-loads by bringing the wagons to the railway's unloading place. The consignee must remove the goods from the railway precincts at latest twenty-four hours after the railway has given notice of their arrival, or if removal has already been commenced, twenty-four hours after such commencement. If advice of arrival is sent by prepaid letter or post card the time of notification is reckoned in same way as in case of advice through post, to a sender, of wagons being placed at his disposal, and which has already been defined. The letter of advice should contain information as to when the time allowed for removal expires. If the railway is under no obligation to inform a consignee of the arrival of goods they must be removed, at latest, twenty-four hours after their arrival at their destination. Holidays or natural obstacles, such as snow-drifts, are not included in calculating time allowed for removal. The time allowed for removal may be reduced when the supply of wagons is specially scanty, provided a preliminary notice to that effect is issued by the railway authorities.

341. Regulation hours for unloading and removal.

Goods must be removed during the usual hours of the goods department, and wagon-load goods must be unloaded during the hours when the loading places are open. In exceptional cases goods may be unloaded outside of these hours, and then the railway is entitled to compensation, as in the case of like extension of time for loading operations, already referred to.

342. Storage and demurrage charge.

For goods not removed within the prescribed time, storage for parcel goods and demurrage for wagon-load goods is charged at rates already quoted. If a wagon is not unloaded within the time allowed, the railway is thereby empowered to unload the vehicle and store the goods at the risk and expense of the consignee, storage being charged from the time of unloading in place of demurrage.

343. Wagons not fully used by sender.

If a sender does not use the whole bearing capacity of wagons placed at his disposal, the railway is entitled to use the empty parts of the wagons for conveyance of other goods, taking the risk, however, of any damage caused thereby.

344. Penalty for incorrect description of goods and for under-declaration of weight.

If the contents or weight of a consignment are found to have been incorrectly stated to the disadvantage of the railway, it is entitled, even if the return of the goods be requested, to charge, as a penalty, three times the freight which it would have lost if the incorrectness of the sender's statement had not been discovered. For wagon-load goods in such case the fixed weighing fee of 1 Kr. per wagon is charged, but if the difference does not exceed 5 per cent. of the stated weight, and the bearing capacity of the wagon has not been exceeded by more than 5 per cent., only the weighing fee and single freight for the excess weight is charged. When the excess weight up to 5 per cent. is understood to have been due to natural influences during transit no additional freight is charged.

345. Storage or sale of undelivered goods.

Goods of which, from any cause not attributable to the railway company, delivery cannot be effected, may be either handed over on payment of freight, etc., to a carrier or public warehouse to be stored at expense and risk of owner, notice being sent to the person having disposing power over the goods, or they may be sold without further formality in such a way as seems best in order to cover freight and other charges due on them. In case of perishable goods and those of small value, sale may take place on expiration of time allowed for removal, but in all other cases not sooner than one month after expiration of such period and when the owner, within fourteen days after notice has been sent to him by the railway, fails to pay freight, etc., and ensure removal, or when he cannot be found.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

AUSTRIA AND HUNGARY.

345. Wagon goods to be handled by owners.

Wagon-load goods for which, according to classification and tariff conditions, the rates of wagon-load Classes B and C and of Special Tariff No. 2 are to be applied must be loaded by the consignor The following goods must be loaded by consignor and unloaded by consignee:—(1) wagon-load goods for which, according to goods classification and tariff conditions, the rates of Special Tariff No. 3 are to be applied; (2) goods to which are to be applied any special rates generally applicable to goods in Classes 1 and 2 when freight is paid on at least 5,000 or 10,000 Kg., respectively, per way-bill and per wagon, and for goods of wagon Class A, when freight is paid on at least 10,000 Kg. per way-bill and per wagon, provided that these rates are reduced by 4 H. per 100 Kg. at least as compared with the rates of Class 1 or Class 2 for lots under 5,000 Kg. per way-bill, or as compared with the rates of wagon-load Class A for lots of 5,000 Kg. per way-bill and wagon; and in so far as it is not provided in the goods tariffs of the various railways that for the wagon-load tariffs in question loading or unloading must be carried out by the railway; (3) consignments containing objects of more than 7 m. in length, or objects weighing more than 750 Kg. apiece, exclusive of full barrels with circular bottoms; (4) full barrels when supported (these being carried in supports only when desired by the sender.)

When goods to be loaded by the sender or unloaded by the consignee are entered with other articles in the same way-bill, then the whole consignment must be loaded by sender and unloaded by consignee.

347. Goods handled by Railway.

Unless in accordance with the foregoing or with other tariff regulations or in conformity with the general traffic regulations or a special agreement, loading and unloading is incumbent on senders and consignees, these operations are performed by the railway, and it rests with the latter to determine the quantity to be loaded in a wagon with one way-bill. If the party concerned wishes to forward any remaining portion of a consignment he must present a separate way-bill for that portion. Senders and consignees may carry out loading and unloading in cases when these operations should be performed by the railway, but only with the consent of the latter. Such permission does not entitle senders or consignees to any claim for rebate or compensation.

348. Wagon load, &c., goods handled by Railway.

When at request of sender or consignee, whose duty it is to load or unload goods, this work is undertaken and carried out by the railway, then the workmen detailed for the work are to be considered, not as agents of the railway, but of the sender or consignee. In such a case the following fees are collected:—

349. Fees charged by Railway for loading and unloading wagon, &c., goods in Austria.

For loading *or* unloading full barrels on supports, even when some of the barrels weigh at least 200 Kg. each, 3 H. per 100 Kg. of the whole consignment.

For loading *or* unloading consignments comprising objects weighing more than 750 Kg. each (exclusive of full barrels with circular bottoms) or measuring more than 7 m. in length, when the objects comprised in such consignments weigh up to 1,000 Kg. each, 6 H. per 100 Kg. of the whole consignment; up to 2,000 Kg. each, 8 H. per 100 Kg. of the whole consignment; over 2,000 Kg. each, 10 H. per 100 Kg. of the whole consignment.

For loading *or* unloading every 100 Kg. of other consignments, 2 H.; minimum per consignment, 5 H.

Tackle and material required for supporting full barrels, such as wedges, nails, clamps and beams, are to be provided by the sender.

350. Loading by sender must be within regulation hours.

In case loading is to be performed by sender it must be effected within regulation hours of service.

351. Use of Railway cranes by the public and charges therefor.

When a railway crane is lent for loading, unloading, transfer, or transhipment of goods by the owner, the following fees are charged unless otherwise provided in the tariff:—

For each time of using of a crane located at the station where required, 4 H. per 100 Kg. moved.

If a transportable crane has to be brought from another station an additional fee of 20 Kr. must be paid in with the order for the crane.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC.—*continued.*

Austria and Hungary—*continued.*

If a crane is not replaced at the railway's disposal within twenty-four hours a further fee of 5 Kr. per day or part thereof is charged.

352. Wharfage, storage and demurrage charges.

When goods under same way-bill are to be loaded by the railway and are sent in in instalments, the railway is empowered, should the handing-in be prolonged by the sender over twenty-four hours, to collect storage fees as under:—

	Per 100 Kg. per day.
Dangerous Fast goods,	30H.
Other Fast goods,	6H.
Slow goods in open wagons, except certain mineral oils,	4H.
Slow goods, mineral oils (except lubricating oils), wool, hair, cotton, flax, hemp, jute (raw), tow, oily or greasy goods, calcium carbide, etc.,	20H.
Slow goods, all other kinds,	3H.

The above regulation applies when goods to be loaded by the railway are delivered with an incomplete or incorrect way-bill and the error is not corrected within twenty-four hours after the objection was made.

Should the loading of goods by a sender not be effected within time limit, which must be made public by notices and in the despatching offices and in a local newspaper, he must, after its expiration, pay wagon dues or demurrage at the rate of 40H. per wagon per hour. Demurrage is not collected if the security pledged in ordering wagons is forfeited to the railway in consequence of the wagons not being loaded at all. Demurrage is also charged in case of goods loaded by sender which have been delivered with an incorrect or incomplete way-bill and when the correction has not been made within the time limit fixed for loading. When the time limit is exceeded the railway is empowered to unload goods at the cost of the sender and to store them at his expense and risk.

If for consignments which are loaded by the railway and the freight of which is to be paid by the consignor, the amount of freight is not handed in during the hours for receiving and a delay is thereby caused in despatching the traffic, then storage according to tariff is charged for the period from the expiration of the time at which the goods were received from the consignor to the time when the freight is paid in.

353. Time limits for loading by sender.

The loading of goods, to be loaded by a sender, must be effected within twenty-four hours after the wagons have been placed in readiness. In this period the time during which loading is prevented or interrupted through the fault of the railway or its servants (by shunting, train services, etc.), is not counted.

354. Sender must load securely and provide tackle necessary to that end.

A sender in loading goods, in so far as this is incumbent on him, must himself supply the tackle necessary to ensure the safety of the load, and, in addition, he must see that no danger is caused by the loading to the wagon used or the goods loaded or to the safety of the trains, that the load is evenly distributed on the axles, and when open wagons are used that the regulation height, length, and breadth of the loading gauge are not exceeded.

If the loading done by a sender does not comply with the existing regulations the consignment is not accepted for conveyance.

355. Defects discovered *en route* rectified at expense of owner.

Defects in loading discovered in the sending station only after conclusion of the transport contract and which cannot be rectified by the sender, or at least not without considerable delay, and also loading defects discovered during the journey are rectified by the railway as well as possible, the cost being charged forward.

356. Railway must advise arrival of goods.

In the case of goods to be unloaded by the consignee, notice must always be given to the latter, at his expense, in writing, either through post or by messenger, unless some other method of communication has been agreed upon in writing between the railway and the consignee—the time limit within which the goods should be removed being stated in the notice. No notice is sent when the consignee so desires, or in the case of goods stored at the railway.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC—*continued.*

Austria and Hungary—*continued.*

357. Fee for advising arrival of goods.

The arrival of goods is advised to consignee by messenger or post, at option of the railway, unless other arrangements are made. For sending advice of arrival a charge of 6H. is made.

In the case of ordinary goods the notice must be sent out, at latest, after the arrival of the goods and when they are ready for removal. In the case of Fast goods, provided extraordinary circumstances do not make a longer term unavoidable, the notice must be sent out within two hours. These terms do not include Sundays and holidays, from 12 o'clock noon, and working days, from 6 p.m. to the commencement of the working hours of the following day.

358. Penalty for declaring wrong description or under-weight and for over-loading.

When the contents of a consignment are incorrectly given or the weight of a wagon load under-estimated or when a wagon loaded by a consignor is overloaded, there is charged (apart from the subsequent payment of any difference in freight and of compensaton for any damage caused or of any penalty provided under criminal or police regulations) an additional freight (as penalty), which is to be paid to the railways taking part in the carriage, and the amount of which is fixed as follows:—

When explosives or inflammable goods, etc., are handed in with an incorrect or incomplete declaration of contents or the precautions prescribed by regulations are neglected, then the amount of additional freight (penalty) is 12 Kr. per Kg. of the gross weight of the whole package. In all other cases of incorrect declaration of contents the additional freight, provided the incorrect declaration of contents does not imply a diminution of freight, is 1 Kr. per way-bill, and, otherwise, double the difference between the freight from station of consignment to destination for the contents as declared and as ascertained, with a minimum of 1 Kr.

In the event of the weight of a wagon load being under-declared, the additional freight (penalty) is double the difference between the freight for the declared and ascertained weights for the distance from station of consignment to destination. In the event of overloading beyond registered tonnage of a wagon loaded by a consignor himself the additional freight (penalty) amounts to six times the freight from station of consignment to station of destination for the weight in excess of the legal tonnage. This rule is also applicable to objects, freight of which is not calculated according to weight. In particular, if freight is to be calculated according to loading area, then the additional freight is made out in the following way:—First of all, the freight, according to the loading area of the wagon used, is regarded as freight for the maximum loading weight allowed in each case, the amount of the charge so ascertained for the maximum loading weight is applied in calculating the overweight and the amount of freight arrived at for the overweight multiplied by six. When, simultaneously, too low a declaration of weight is made and a wagon is overloaded, then the additional freight for too low a declaration of weight and also that for overloading are charged. Additional freight for overloading is charged (*a*) in the case of wagons bearing only *one* inscription showing the load allowed, if the tonnage or carrying capacity so indicated is exceeded by more than 5 per cent., and in the case of wagons bearing two inscriptions, viz., "tonnage" (normal load) and "carrying capacity" (maximum load) if the load exceeds the carrying capacity in any degree.

Additional freight is not charged in (*a*) a case of incorrect declaration of weight if the railway is bound to weigh; (*b*) in a case of incorrect declaration of weight or of overloading if the sender has asked in the way-bill that the goods be weighed by the railway; (*c*) in a case of overloading during transit on account of the influence of the weather, if the sender proves that in loading the wagon he did not exceed the tonnage thereon indicated; (*d*) and in case of an increase in weight during transit if the sender shows that the same is due to effects of weather.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC—*continued.*

Austria and Hungary—*continued.*

In the event of a wagon being overloaded and if such overloading is detected by the sending station or by an intermediate station the mode of procedure is as follows:—

(*a*) The overload is unloaded even when an increase in weight has been caused by effects of weather. Freight is calculated on the basis of the weight of the quantity remaining in the wagon. The goods unloaded are handled and treated in pursuance of the terms of regulation applicable to goods, of which delivery cannot be effected by the railway (dealt with hereafter). For the overweight unloaded, freight is charged at the rate applied to the principal load as far as the intermediate station, unless the goods are reloaded according to (*d*) hereafter.

(*b*) For unloading overweight the usual unloading fee is charged.

(*c*) For overloads lying at intermediate stations a period of six days is allowed free of storage. This period commences with the midnight following the sending of the request for instructions to the forwarding station. After expiration of the six days' period the following special storage fees are charged:—If the goods are among those which the railway is empowered to send in open wagons, 4 H. per 100 Kg. per day, and for all other goods, 3 H. per 100 Kg. per day, with a minimum charge of 5 H. per consignment in both cases.

(*d*) (1) If an overload lying at an intermediate station is to be sent on or back at the request of the sender it is treated as a separate consignment; (2) if, however, the weighing of the load was expressly asked for by the sender, but the request could not be complied with at the sending station, then, if it is decided that the goods be sent back to the original sending station, freight is charged, on the actual weight of the overweight unloaded, at the rate of special tariff 3; and (3) under similar conditions the sender may be allowed to load the discharged overweight, if it does not consist of coal, roots, or root shavings, on to another load of similar nature coming from the same forwarding station and passing, in any case, through the intermediate station. The sender must then in the first instance underload the second wagon by the amount of the goods which he desires to add to it at the intermediate station, and he must enter and sign the following statement, as to stopping at the intermediate station, in the proper space in the way-bill, "It is requested that the railway load.....Kg..... at present lying in..... station." Freight in this case is calculated for the whole load, that is, including the quantity to be loaded on the way, from the sending station to destination, and, in addition to this, the usual fee fixed in the tariff will be charged for loading the quantity in question.

If the overloading of a wagon is only detected in the station of destination, then freight is charged on the excess load at the same rate as for the rest of the load.

The additional freight is a charge upon the consignment.

If portion of a consignment of hay or straw is removed at an intermediate station on account of the load slipping, and if, on instructions from the sender, it is returned to the sending station, then freight for the actual weight of the portion removed is charged at the rate of Special Tariff No. 3.

The sender or consignee, respectively, is liable for all damage (expense) which may be caused during transit in consequence of improper or excessive loading of wagons by the sender or his servants, or in consequence of the slipping of a load on a wagon loaded by the sender, and further, for all damage caused to the railway by injury to its vehicles, loading apparatus, or in any other way, by loading or unloading effected by the sender or consignee or their servants or during the carrying out of such operations.

For the interruption of journey caused by transferring or arranging load or unloading overweight, demurrage at rate of 3.60 Kr. per wagon per day is charged from the time of stoppage of a wagon to its re-forwarding.

LOADING, UNLOADING, AND REMOVAL OF TRAFFIC—*continued.*

Austria and Hungary—*continued.*

359. Unused space or tonnage of a wagon loaded by sender may be utilised by Railway.

If in loading by the sender neither the full space nor full tonnage of a wagon is utilised, the railway has the right to make additions to the load.

360. Time limits for removal of goods.

Goods unloaded by the railway must be removed by owners within the free storage time, which is not less than twenty-four hours after despatch of notice of arrival. The time within which goods unloaded by consignee are to be unloaded and removed is fixed by each railway and properly announced. If advice note of arrival is sent by post the time begins not earlier than three hours after the note was posted.

The free storage period on the Austro-Hungarian Railways is as follows:—

For valuable Fast goods, . . .	3 hours.
For all other Fast goods, . . .	48 ,,
For Slow goods, such as hay, straw, chemicals, wool, hair, flax, hemp, raw jute, rags, rope, etc., . .	24 ,,
For Slow goods—mineral oils (excepting lubricating), ...	48 ,,
For Slow goods, all others, . . .	4 days.

When goods are not stored by the railway (*i.e.*, "Station Restante"), or if the consignee has not sent a written order to the effect that notice of arrival shall not be sent him, the free storage time begins in the case of Fast goods of all kinds, and for hay, straw, wool, flax, etc., and mineral oils (except lubricating) (1) when notice is sent by post and on notice given by telegraph with the time when such notice was despatched, and (2), when notice is sent by hand, with the time when the notice so sent was delivered or when a genuine attempt at such delivery was made. In the case of all Slow goods other than those defined above, the free storage period begins on the day as fixed by the date of the advice note, which consequently, unless a Sunday or holiday, counts as the first day of the free period for goods to be stored by the railway, and, for goods the consignee of which has asked in writing that notice of arrival shall not be sent him, the time of free storage begins with the arrival of the goods. If Sundays or holidays fall in the free storage times for Fast and Slow goods unloaded by the railway and of which advice note of arrival is sent, then the free storage times as defined, except that for valuable express goods, are increased by those days.

For goods to be unloaded by consignee (in so far as their storage is permitted and no other provision is made in special regulations) no free storage time is allowed in addition to the unloading and collecting time allowance.

The charge for storage of goods not removed by consignee from a station within time limits are the same as those defined for storage prior to despatch of goods from forwarding station

For goods stored at a sending station until it is possible to forward them the storage fee amounts to 4H. per 100 Kg. per day, with a minimum charge per consignment of 5H.

If wagons are not placed in readiness for unloading, the time allowed for unloading does not begin until the day they are so placed. The railway may have goods not unloaded in time by consignee removed from the wagons at his risk and expense. On the other hand the railway must defray the cost if a consignee has attempted in good time, but in vain, to remove the goods, and if, after notice of arrival having been issued, goods are not placed at disposal of consignee at latest within one hour after arrival of the carrier to fetch them away.

In case of great press of traffic, the railway may increase storage and demurrage charges and shorten time allowed for unloading as well as time for free storage.

361. Sale of undelivered goods.

In the event of delivery being prevented, the railway must, without delay, advise the sender. Perishable goods may be sold, but notice of the sale must be sent to the consignor by registered letter giving information as to time and place of sale. The result of the sale must also be advised by registered letter to the consignor and to the consignee in case the latter has paid the freight and other charges on the consignment.

CONSIGNOR'S LOADING IMPLEMENTS AND WARM AND COLD PROTECTIVE MATERIALS.

FRANCE.

362. Conveyance of consignor's loading, &c., implements.

Pieces of wood and wedges used by a Consignor to separate packages during transit, under common Special Tariff No. 125 (*i.e.*, *Empty Package Tariff*) are carried back free to point of departure, and are subject only to Registration and Receipt Stamp charges. They must bear the name of the original Consignor and of the station to which they are to be returned. A Consignee in returning such tackle must supply proof by means of a way-bill of not more than four months date that it had actually been used with goods over the journey indicated on the way-bill and that it is being sent back to the station whence it came. The Consignee of the goods with which the tackle was used, and the Consignor of the returned tackle must be one and the same person.

The Regulations do not contain any information as to conveyance of warm and cold protective materials.

BELGIUM.

363. Conveyance of consignor's loading, &c., implements and protective materials.

No information contained in Regulations as to conveyance of Consignor's loading, etc., implements and warm and cold protective materials.

GERMANY.

364. Conveyance of consignor's loading, &c., implements and protective materials.

Loading appliances used by a sender, such as head beams, scaffolding, partitions, poles, stools, supports, flooring boards, props, struts, chains, wedges, and the like are carried free by the railway on the outward journey with load to destination, and on the return journey to the station whence the goods were sent (under conditions similar to those applying to private covers), but, in the case of consignments of meat, they are sent carriage free only when wagon-load freight is charged for the consignment in question.

Materials such as hay, straw, matting, turf mould, manure, covers, felt, mats, cloths, iron cylinders filled with hot water and the like, up to five per cent. of the actual weight of an accompanying consignment of defined perishable traffic which the materials are intended to protect, are forwarded and returned carriage free by the railway, and treated in other respects like private wagon covers and loading appliances. The carrying power of the wagon, inclusive of the weight of those protective materials, may not be exceeded. The Consignor must state in the way-bill the weight of the consignment chargeable with freight, otherwise freight will be calculated for the gross weight, including the protective material loaded with the goods.

HOLLAND.

365. Conveyance of consignor's loading, &c., appliances.

Loading requisites, such as cheese stands or trays, trestles, props, stages, and the like objects supplied by a sender for stowing or supporting goods in wagons during transit are carried free by the railway on the outward journey with the goods, and are returned free of carriage to the station whence the traffic came, but subject to a Registration Fee of Fl. 0·30 under the same conditions as apply to private wagon covers.

When, however, the returned loading requisites are consigned as express goods or under insurance for value or time of delivery the foregoing favourable conditions do not apply, and conveyance takes place only under the ordinary conditions of fast or *slow* goods in partial wagon-loads.

The Regulations do not contain any provisions as to conveyance of warm and cold protective materials.

366. Non-liability of Railway for consignor's loading, &c., appliances.

The railways are not liable for damage occurring to loading appliances when carried free on the outward or return journey.

DENMARK.

367 Conveyance of consignor's loading, &c., implements and protective materials.

No information in Regulations as to conveyance of consignor's loading, etc., materials and warm and cold protective materials.

AUSTRIA AND HUNGARY.

368. Conveyance of consignor's loading, &c., implements and warm and cold protective materials.

Loading appliances supplied by Consignors, such as scaffolding, partitions, boards, beams, flooring, etc. (provided they are not more than seven metres long), blocks, chains, ropes, cords, wedges, struts, hooks, etc., and also covers, felt sheets and straw mats sent for the protection of mineral water against cold, and the covers and mattresses for the protection of oranges and lemons from the effects of cold are forwarded by the railway free of carriage with the goods to the Consignee, and also carried free on the return journey when the things are sent back by the Consignee to the owner as Slow Goods within three months. The appliances and protective materials are delivered to the Consignee at the station of arrival with the goods and must be properly entered by the Sender in the way-bill. In returning the appliances and protective materials, the Consignee, besides showing the way-bill of the forward journey for stamping, must present a way-bill made out to the address of the owner and enter thereon, "To be sent carriage free." If this entry is absent or the way-bill for the original forward journey is not at once presented when the things are handed in for return to the owner, then the full tariff rate will be charged. In the months of November to April, inclusive, straw is conveyed free up to the weight of 300 Kg. with consignments of eggs and potatoes, if not less than 5,000 Kg. of these commodities is sent or freight paid on at least that weight. The carrying power of a wagon must not be exceeded, including the weight of the loading appliances and protective materials. When protective materials are sent with goods, if the weight of the latter is not shown separately, then freight is calculated for the gross weight of the consignment, inclusive of the protective materials loaded with the goods.

369. Non-liability of Railway for consignor's loading appliances when returned free.

As regards loss, diminution, damage, or non-observance of conveyance (or delivery) time limit in returning appliances and protective materials, the railway is responsible only when they are conveyed at the ordinary tariff rate.

COVERING AND UNCOVERING OF GOODS.

FRANCE.

370. Supply of covers

The general rule is that Consignors may supply their own covers, or covers hired from a private firm, for protection of goods carried under general regulations or conditions of special tariffs in open wagons. In case covers are hired from private firms, Consignors may, through the agency of station-masters, apply to firms approved of by the railway company, for the hire of the covers, which the company will take steps to insure at rates agreed upon in contracts made between it and the private firms. Applications for the hire of covers must be made at the same time as applications for the wagons which they are intended to protect. Covers supplied by Consignors must bear, in plain letters, indication sufficient to allow of them being returned.

371 Return conveyance of private covers.

The covers are carried free on the return journey, and are subject only to registration fees (10c.) and fiscal duty, if any.

372. Charge for Railway covers.

When, on request of a Consignor, covers belonging to the railway are used, the following charge for hire is usually made:—50c. per cover of 35 sq. metres area plus ½c. for every Km. travelled with the protected load, and with a minimum charge of Fr. 1 per cover.

373. Placing and removal of covers.

Covers used for protection of goods carried in open wagons under regulations or conditions of Ordinary and Special Tariffs must be placed and removed at the risk and expense of the owner of the goods

BELGIUM.

374. Supply of covers and charge therefor.

The railways place covers at the disposal of Consignors at a charge of Fr. 2 per cover for protection of goods charged at the rates applicable to Class 3 when they are forwarded in open wagons, and also for goods in Class 4 and those coming under Special Tariffs Nos. 2, 5, 13, 14, 15, 16, 20, 21, 22, 23, 24, 25, 26, 36, 37, and 40—with the exception of certain defined goods, such as lime in bulk. A Consignor may provide and place covers for his goods, in which case no additional charge is made.

375. Placing of covers.

The railway does not accept any responsibility for the placing of covers on load by senders unless the work is done under the special supervision of a railway agent, which must be requested on the way-bill and for which a charge of 30c. per 1,000 Kg. is made.

376. Return conveyance of covers.

Covers are returned to forwarding station by slow train on payment of a registration fee of 50c. per consignment.

GERMANY.

377. Supply of covers.

The loan of covers to a sender, at his request, is only made by the railway in so far as they are available and provided no damage to them from the nature of the goods loaded is to be feared in the judgment of the railway officials or despatching station. The spreading of covers lent to a sender lies within the option of the latter.

378. Charge for Railway covers.

When goods not given in the list of Special Tariff Wagon-loaded Goods and articles which cannot be got through the side doors of closed wagons (whether parcel or wagon-loaded goods) are to be forwarded in open wagons with a cover, because of either Traffic or Police Regulations, or Customs or Revenue requirements, or sender's express direction, then a fee as given below is charged for loan of covers by the railway. If ordinary parcel goods, goods in the general wagon-loaded class and those included in the special tariff for wagon-loads are sent in an open wagon provided with a cover, then cover hire is charged only when a sender makes a specific written request in the way-bill for the use of an open wagon with a cover.

The fee for hire of wagon covers, above referred to, amounts for every 100 Km. of the whole transport stretch begun and for every wagon to, (*a*) when two covers at most are used, M. 1·50, (*b*) for every additional cover 0·50 M.—Minimum charge, M. 2·50.

379. Demurrage charges for Railway covers.

When covers are not returned by a Consignee at latest on expiration of the unloading time limit, and further, if a sender returns unused, covers ordered by him, or does not hand over for conveyance the goods for which they were to be used until after expiration of the loading time allowance, then, for each cover and for each day of delay commenced, a demurrage charge of 50 Pf. will be made. This charge will not, however, be taken into account for the days for which demurrage is levied for the wagons on which the covers were to be or have been used.

380. Return conveyance of private covers.

Private covers sent by Consignors for the protection of wagon-loads are carried free by the railway on the outward journey with the load to its destination, and on the return journey, loose, to the station whence the goods were sent, under the following conditions:—

1. The covers must be provided with a clear and durable inscription of the name and address (railway station) of the owner.
2. The Sender must note on the way-bill that the covers are sent for protection of the load.
3. The carrying power of the wagon, inclusive of the weight of the covers, must not be exceeded.
4. The covers will be delivered to the Consignee with the load at station of destination.
5. The covers must be handed in as Slow Goods for return to the owner within three months after arrival, together with the way-bill, stamped by the despatching station, referring to the original load. On the way-bill accompanying the covers must be entered the words "Forward, carriage free."

COVERING AND UNCOVERING OF GOODS—*continued.*

Germany—*continued.*

Private wagon covers are also sent carriage free on the journey from a destination station to a departure station of goods which they are intended to cover, provided they are returned on the load to the station whence they were forwarded. In such case the covers are to be handed in as Slow Goods with a way-bill directed to the Goods Department of the station from which the goods are to be sent, and containing the following particulars:—"To be forwarded carriage free. For the purpose of covering the consignment of goods from..... (Consignor), of ..... (address), to ..... (Consignee), of ..... (address)." No liability is undertaken by the railway for loss, damage, or delayed delivery of the covers. Covers so sent remain in the station where they are received until required for use, without payment of storage fee. On the return journey the usual conditions as to forwarding on load apply.

381. Non-liability of Railway for private covers.

6. No liability is undertaken by the railway for loss, damage, or non-observance of conveyance time limits of private covers carried free before or after being used on a load.

HOLLAND.

382. Supply of covers.

Goods in Classes "B" and "C" are carried in open and uncovered wagons, but the railways are empowered to carry them in covered wagons without their liability being affected thereby. Consignors have the right to cover goods in these two classes at their own expense, with covers supplied by themselves. In so far as covers belonging to the railway are available, and if it is not laid down in the classification that senders must provide covering for goods sent, covers may be hired to Consignors by the railway for the purpose of protecting goods forwarded in open wagons. The application, stating number of covers wanted, must be entered in the way-bill. In complying with such a request the railway, however, undertakes no liability with regard to damage arising from the risk which the sender in hiring the covers wishes to avoid.

383. Placing and removal of covers.

Covers hired by the railway to Consignor must be spread over and on the goods by the latter, and any damage caused to covers in that operation must be made good by the sender.

384. Charge for Railway covers.

The fee for hire of covers from the railway is Fl. 1·60 per cover for the first 225 Km. and Fl. 0·80 per cover for every additional 225 Km. or part.

For covers provided by a Consignor the following regulations apply:—

1. On the cover in clear and indelible letters must be shown the name and address (railway station) of the owner.

2. Covers must be entered in the way-bill and are delivered to Consignee at destination with the goods.

385 Conveyance of private covers.

3. Private covers are carried free with load on the outward journey. If, however, loose covers are ordered to a station for the purpose of covering goods to be sent from that station, then a registration fee of Fl. 0·50 is charged.

4. Covers are also carried free on the return journey on payment of a registration fee of Fl. 0·50.

When, however, covers are consigned as Fast Goods or under insurance for value or time of delivery, the foregoing favourable conditions are not applicable, and conveyance takes place only under the ordinary conditions of Express or Slow Goods in partial wagon load.

386. Non-liability of Railway for private covers.

Railways are not liable for damage or injury to private covers carried free during outward or return journey.

DENMARK.

387. Supply of covers by Railway and charge for same.

When closed wagons, or open wagons protected by a cover, are used for conveyance of goods at wagon-load rates, the State Railway makes an additional charge of 40 ore per wagon plus 10 ore for every 10 Km. or part of 10 Km. of the entire conveyance distance.

In the case of the South Funen Railway the additional charge is 30 Ore per wagon plus 10 Ore for every 10 Km. or part of the conveyance distance.

COVERING AND UNCOVERING OF GOODS—*continued.*

Denmark—*continued.*

If small goods exceed 4·8 metres in length or are exceptionally bulky the railway is empowered to load them in open wagons, which, on the request of the Consignor and at his expense, may be covered with tarpaulins, the extra charge for which is the same as in the case of covering of wagon-load goods.

The Regulations do not contain any provisions as to privately owned wagon covers.

AUSTRIA AND HUNGARY.

389. Supply of covers.

Covers for protection of goods which under regulations are forwarded in open wagons are, on written request of Consignor, provided by the railway in so far as they are available, and when, in the judgment of the despatching office, there is no fear of their being damaged by the articles to be covered.

390 Charge for Railway covers.

The charge for hire of railway covers is made per wagon irrespective of the number of covers used for each wagon and amounts to 10 Kr. for distances up to 200 Km., and 2 Kr. for every additional 100 Km. begun. This charge is made for the whole stretch of transport (except for narrow-gauge lines, for which it is calculated separately) on the basis of Kilometre distances used for calculating the conveyance time limit. When the conveyance of goods under cover is not compulsory on the railway, but is nevertheless desirable in order to comply with customs or working regulations, the fee for hire of covers is charged even when the sender has not asked that the goods shall be covered.

391 Conveyance of private covers.

The following conditions apply to the conveyance of wagon covers supplied by consignors:—

(1.) Only such covers as bear the name and address (railway station) of the owner in permanent and legible characters are admitted; (2.) the covers when protecting a load are carried free. On the return journey, when the covers are sent back within three months by Consignee to the Owner, as Slow Goods, addressed to the original forwarding station, a charge of 40 H. per cover, inclusive of handling expense and Hungarian Transport Duty, is collected by the railway sending the covers back. Privately owned covers protecting goods during transit are delivered at station of destination to the Consignee along with the goods. The Consignee must, when returning the covers, besides showing the way-bill of the original forward journey, present a way-bill made out to the address of the Owner and including an entry "To be carried at reduced rate." If this entry be omitted or if the way-bill for the original forward journey is not at once presented when the covers are being returned, then the full tariff rate is charged.

PRIVATE GOODS WAGONS.

FRANCE.

392. Use of private wagons.

The owners of private branches, and even other consignees, may be authorised by the railway companies to use, if they prefer, their own carrying stock, but the companies are not obliged to accept this strange stock. Private undertakers let out this special stock to those requiring it, and ensure the transport at their risk. The owners of private branches have not to pay housing or location charge for these vehicles. The companies make for all traffic conveyed in privately owned wagons an allowance of 2c. per Km. per wagon. Some of the railways charge for the return of the empty wagon, but reserve the right to use the stock, allowing the owner 2c. per Km. per wagon so used.

393. Loading and unloading.

The regulations as to loading and unloading wagons belonging to the railway apply also to wagons belonging to private individuals; but for the latter, the demurrage fees in respect of delay in loading or unloading are only one-half the ordinary charge—*i.e.*, 5 Fr. per wagon for each of the three first

PRIVATE GOODS WAGONS—*continued.*

France—*continued.*

periods of twenty-four hours, and 6 Fr. per wagon for every adidtional period of twenty-four hours, instead of 10 Fr and 12 Fr., respectively, charged for the wagons owned by the railway.

394. Reduction in rate in certain cases.

On the Nord line, under special Tariff No. 2, consignments of oats (30 T. wagon-loads), oil seeds, poppy and arachide seeds (35 T wagon-loads), rice (unshelled rice, 35 T wagon-loads), wheat, maize, barley, "meslin," buck-wheat, and rye, loaded in sacks or in bulk, in 40 T wagons, supplied by consignors or consignees, and entering or leaving over points (from or to conceded lines connected with the system or private branch lines joined by points), a reduction of rate (Table E) is made of 5 per cent. plus as many times 1 per cent., as there are 40 T wagons, in the consignment, with a maximum of 16 wagons. The reduction does not extend to Accessory Expenses. The number of wagons serving as basis for calculating the reduction to be applied may comprise all the wagons forwarded simultaneously by the same consignor from one station to several consignees served by the same arrival station.

395. Return of empty wagons.

Wagons used as above described sent back empty to the point from whence they were sent loaded are conveyed free, and are subject only to registration and fiscal fees. Wagons returned empty to a point other than the one whence they were forwarded when loaded or sent empty to take in a load are rated as follows:—Up to 200 Km., per Km., 20c. per wagon; over 200 Km., per Km., in addition, 12c. per wagon.

Free transit is allowed in those two cases for a distance equal to or less than the distance travelled with load upon the Nord system. When the distance travelled empty exceeds the distance travelled when loaded the additional distance will be charged for at the rates above. The abatement is made by way of refund on production of the outward and return receipts of not more than six months' date.

396. Housing fee.

When empty wagons remain in a station in consequence of stoppage of work, the persons or firms in whose name they are registered must pay a stationing fee of 50c. per vehicle per day. The railway has the right to send such wagons to any neighbouring station they think fit for stationing. Wagons belonging to private individuals, and wagons hired to them by the company are free of branch-line fees, and are not subject to indemnity for delay (demurrage).

BELGIUM.

397. Use of private wagons.

Certain vehicles used for special goods are privately owned.

398. Reduction in rate when private wagons used.

Reduced rates, which vary according to description of goods carried and length of haul, are allowed when privately-owned wagons are used. The reduction is usually by a class.

GERMANY.

399. Use of private wagons and housing.

Wagons specially fitted for conveyance of certain goods, and the use of which is reserved to private individuals, whose names are printed on the wagons, are housed by the railway administration. Tank or cistern wagons are included, and the regulations define the fluids that may be carried in them. Only the following goods are accepted for conveyance with other private goods in private wagons, viz., those of an unusual weight or shape, and goods of a perishable nature or with other peculiarities which require wagons of a special design or fitting, such as beer, butter, manure (except artificial), ice, fish, fresh meat, fruit and vegetables, cheese, margarine, milk, wet grains, etc.

400. Conveyance of empty wagons.

Empty private goods wagons are forwarded free of charge. A charge is, however, made for forwarding empty wagons for purpose of housing them, or changing their station.

401. Charges for goods conveyed in private wagons.

Goods conveyed in private wagons are charged actual weight and at the rate of the class to which they belong, but provided that for tank wagons the minimum charge shall be as for 10,000 Kg. per wagon and that, if the dead weight of the wagon used is

PRIVATE GOODS WAGONS—*continued.*

Germany—*continued.*

greater than the ascertained taxable weight of goods, then one-third of the greater dead weight of the wagon is to be added to the taxable weight of the goods, and provided that for private wagons, other than tank or cistern, the minimum charge shall be as for 2,000 Kg per wagon, according to the appropriate separate parcel class, but, if the dead weight of the wagon used exceeds 15,000 Kg., and the taxable weight of the load is less than that, then one-third of the wagon weight in excess of 15,000 Kg. is to be added to the taxable weight of the load, unless the load is more than 15,000 Kg., in which case one-third of the difference only between weight of load and wagon is added to the taxable weight.

HOLLAND.

402. Use of private wagons.

Private wagons are used for conveyance of oil (tank wagons), beer, and street manures by slow train and for Fish by fast train.

403. Charges for goods conveyed in private wagons.

There is no reduction made in rates when private wagons are used.

DENMARK.

404. Use of private wagons.

On the State railways some senders, of perishable goods especially, have their own vehicles.

405. Reduction in rate when private wagons used.

The rates charged for conveyance of goods in private wagons are the usual or ordinary ones, but the senders get an abatement or allowance of from 1 to 2 ore per Km. of the distance run by such wagons loaded.

On the South Funen Railway there is only one case of wagons privately-owned. When these are used, the owner gets an allowance of 2 ore per Km.

AUSTRIA.

406 Use of private wagons.

In the wagon sheds of the Austrian State railways wagons belonging to various private shippers are accommodated, particularly those intended for conveyance of beer, petroleum, and spirits (tank wagons).

407. Charges on goods conveyed in private wagons.

Tank wagon-loads are treated same as in Germany as regards charging, no allowance being made for private ownership. Private wagons of other descriptions are subject to special agreement, in which, as a rule, freight is charged (at ordinary rates) on a minimum weight.

408. Return of empty wagons.

Private wagons are returned free over an equal length of the railway by which conveyed loaded, within a period of two months.

HUNGARY.

409. Use of private wagons.

Certain special wagons are privately owned, especially tank wagons for petroleum, alcohol, etc.

410. Charges for goods conveyed in private wagons.

No reduction is made in rates when private wagons are used.

REFRIGERATOR VANS.

FRANCE.

411. When used and by whom provided.

Provisions may be conveyed over the Paris, Est, Etat, Midi, Nord, Orleans, Ouest, and Paris-Lyons-Mediterranean systems in refrigerator wagons, supplied by consignors or consignees, or in flat trucks hired out by a railway company, and equipped with ice chests by the hirers.

412. Admission by Railway of private refrigerator wagons

The transport of provisions in private or hired refrigerator wagons is subject to the general and particular conditions of the tariffs applied, in so far as the latter are not contrary to the following general regulations:—

Refrigerator wagons must be registered by one of the six large French railway companies, by the State railways, or by a foreign railway company whose

REFRIGERATOR VANS—*continued.*

France—*continued.*

rolling stock is allowed over the French system, and this registration renders the persons or enterprises in whose name it is obtained, liable to the railways for the admission, circulation, loaded or empty, upkeep, storage, etc., of the refrigerator wagons, under the terms of the regulations provided.

Plans of vehicles and conditions of construction to be submitted for approval to the railway under which it is desired to register.

Applicants to give railways the means of fulfilling these conditions notably as regards materials employed in construction. Expenses connected with this control are borne by the applicants.

When refrigerator wagons are intended to run over several systems, they must be registered under the minimum loading gauge of the big French systems, and must in all cases comply with the terms of the Convention of Berne with regard to rolling stock.

Refrigerator vans must comply with all the conditions prescribed by railways over whose systems they are to run, for admission of vehicles to fast trains, and must be supplied with all the fittings (continuous brakes, heat conduction, electric installation, or connections, etc.). In the case of wagons fitted with screw brakes, the apparatus must be placed in a compartment accessible on both sides of the line, and in which the brake man can sit down or stand up.

The springs, axles, oil-boxes, wheels, brakes, etc., must possess all the guarantees of safety required by the railway in its new rolling stock.

The railway reserves the right of refusing or having replaced, at any time, portions, the safety of which is not sufficiently guaranteed.

Refrigerator vans must bear on each side inscriptions showing names of persons or enterprises in whose name they were registered, the name of the railway admitting them to circulation, and that of the station to which they are attached, the tare, maximum load, number, and, if necessary, the nature of the goods for which they are specially intended.

Refrigerator vans, the tare of which will exceed 12,500 Kg. will be subject to the tax of 10c. per ton and Km., over and above the rate charged for the goods carried in it, for the excess tare weight.

Refrigerator wagons are registered and admitted to circulation only after their acceptance by the railway to which they are presented. Reasons for refusal are given in case of dispute as to acceptance.

Persons and firms desiring registration must state each system, both French and foreign, over which they wish the van to run. If found satisfactory, the words "Accepted for traffic over the systems of . . ." is printed on the wagon in plain characters.

In case of changes in the conditions of admission of fast transit vehicles to one of the systems named such modifications or additions are made at the expense of the persons or firms registering the wagons. Should the parties concerned refuse to carry out this work, then the inscription on the wagons in question is modified accordingly.

413. Regulations as to circulation and upkeep of private refrigerator wagons.

Refrigerator vans are to be handed over to the railway in good running order, with their oil-boxes full.

Consignor and consignee must report, together with the railway's agents, at stations of departure and arrival, the state in which the vans are received or delivered by the railway, and, in the absence of a contradictory report, the statements of the railway's agents are to be accepted.

The railway's agents are empowered to refuse to allow refrigerator vans to circulate if not sufficiently secured.

In course of transit, refrigerator vans are inspected by the railway's servants, like other rolling stock.

Oil is added during transit by and at the expense of the railway.

Persons or firms registering refrigerator vans must keep the same in good repair.

Upkeep of parts essential to safety to be done exclusively by the railway in whose name wagons are registered.

If a van requires repairs urgently during transit such repairs are done by the railway on whose system the van happens to be at the time and at the expense of the persons or firms in whose name the van is registered. The net cost of such repairs is charged, plus additional cost of transport from the place where the damage occurred to the workshops, and from thence to the station where the van is once more put into service.

In the case of parts of refrigerator vans which are different to the parts of vans belonging to the railway with which they are registered, the parties registering vans must hold a certain number of such parts in readiness for the use of the railway. These conditions apply in all cases to axles, even when vans are of the type adopted by the registering railway. Transport of such parts is at the rates of commercial tariffs.

If it is necessary to tranship goods, the expenses of the operation are added to cost of transport.

Wagon marks may not be altered, and no change made in accepted wagons without sanction of the registering railway.

No indemnity is payable by the railway for wagons stored during repair, but repairs must be completed as rapidly as possible.

Refrigerator vans sent to the railway shops, either for repairs or inspection, are carried at slow speed, and at the rate of 10 centimes per wagon per Km. to and from the shops at the expense of owners. This charge is not made when damage is due to a fault of the railway.

Goods may not be admitted to station until refrigerator vans have been placed at loading point.

414. Transport of goods in private refrigerator wagons.

Loading and unloading of refrigerator vans are effected by consignors and consignees at their own risk, and at the places designated for the purpose by the station authorities. A sum of 30c. per ton for each operation of loading or unloading is accordingly deducted from cost of transport, including accessory fees.

Each of the operations of loading and unloading must be effected within six hours. This term, in the case of loading, runs from the time when the advice that wagons have been placed in readiness at station of departure was delivered to consignor, and in the case of unloading, from the time when advice of arrival of wagon was delivered to consignee. These advices may be sent by telegraph, telephone, telephoned message, or express, subject to a fee of 15 centimes.

Telephonic messages are confirmed by entry in a special register kept by the company.

If consignor or consignee or their repreesentative is present at arrival of train conveying the full or empty wagon, or if he has given general instructions, in writing, to the effect that he is not to be advised of arrival, the advice note will not be sent, and the term will run from the time when the wagon was placed, ready for loading or unloading respectively.

Transport of refrigerator vans is only accepted for one single consignee to one destination.

Consignors must seal outer doors and openings of wagons.

415. Charge for conveyance of empty refrigerator wagons.

Rates for empty refrigerator vans, returning or outgoing:—

1. Fast transit, 20c. per wagon per Km.
2. Slow transit, free, on payment of registration fee and receipt stamp.

416. Rates for goods carried in refrigerator wagons.

Provisions carried in refrigerator vans are taxed at rate of fast or accelerated tariffs, and at rates of slow transit tariffs, under which transport in refrigerator vans is allowed.

417. Weight charged for.

The rate is charged on the weight of the goods, with minimum of 4,000 Kg. per refrigerator wagon, except in the cases stipulated in the tariffs for transport in refrigerator vans.

418. Ice carried in refrigerator wagons.

The ice contained in the reservoirs is carried free, on condition that the consignee of the goods does not take delivery of it.

419. Allowance made in cost of transport of private refrigerator wagons.

A deduction of 0·02 Fr. from the cost of transport is allowed per refrigerator van and per Km. for the distance corresponding to the rate applied to refrigerator vans circulating, either loaded or empty, and either returning empty or going to take up load.

This allowance is made to consignors or consignees who have fulfilled the conditions with regard to registration, etc.; it is also made to firms leasing out refrigerator vans, if such firms have registered their vans under the same conditions.

REFRIGERATOR VANS—*continued.*

France—*continued.*

Nevertheless the allowance is not made:

1. In the case of consignments carried in wagons hired from the railways.

2. In the case of empty refrigerator vans conveyed free.

3. In the case of refrigerator vans registered by foreign railways.

420. Demurrage on private refrigerator wagons.

When the periods fixed either for loading or unloading of wagons, have expired, a stationing fee (demurrage) is charged per wagon by the railways, as follows:—

For the first delay of twenty-four hours, 5 Fr.

For each subsequent indivisible period of twenty-four hours, 6 Fr.

421. Storage of unused private refrigerator wagons.

Should empty refrigerator wagons, in consequence of lack of work, remain in a station, the persons or firms in whose names they have been registered must pay a fee of 25c. per vehicle and per day.

The railway may direct these wagons to be placed at any convenient station.

Their conveyance to that station is free, and is subject to no allowance.

422. Fish traffic carried in refrigerator wagons

Fresh shell-fish, crustaceans, oysters, and fish may be carried in refrigerator or ice wagons supplied by consignors or consignees or hired from one of the railway companies. Consignments are charged at a minimum weight of 3,000 Kg. per wagon, but the consignor may load with the principal consignment other consignments, to be discharged at intermediate stations. Such additional consignments are, however, only accepted for stations where the train conveying the refrigerator wagon delivers provisions. The consignor or his representative must open and close the doors of the refrigerator wagon on departure and arrival and at intermediate stations. If the empty weight of the refrigerator wagon is more than 12,500 Kg. the charge for the excess of dead weight, fixed by the preceding special regulations, will be added to the charge for the principal consignment.

423. Notice to Railway of intended use of refrigerator wagons.

When a refrigerator wagon is to be used, under the terms of the preceding general regulations, the owner of the wagon must notify the station six hours before departure of the train designated for conveyance of the goods. This wagon will be stationed, and will pay the fees, provided, if, for any cause not attributable to the railways, it cannot be forwarded by the train designated. When the wagon has been unloaded at the destination of the principal consignment it will be stationed unless the owner requires that it be put out of use, sent to another station, or used for another consignment.

424. Charge for conveyance of empty wagons.

Refrigerator wagons returning empty or going to take up load and conveyed by fast train are charged as follows:—

Up to 200 Km., 20c. per Km. per wagon.
200 to 300 Km., 12c. per Km. per wagon (added).
300 to 400 Km., 10c. per Km. per wagon (added).
Over 400 Km., 4c. per Km. per wagon (added).

The foregoing special regulations as to fish traffic are contained in *Chaix* edition of October, 1906, and apply to the Etat, Midi, Orleans, and P.L.M. systems, but confined to one year on the Orleans and P.L.M. connections from date of being put into effect, unless the time be extended by public notice.

425. Fruits and vegetables carried in refrigerator wagons on Nord Railway.

On the Nord system, mushrooms, gherkins, fruits (such as lemons, strawberries, olives, oranges, raisins, etc.), vegetables, and melons, when sent in refrigerator wagons supplied by consignor or consignee,

REFRIGERATOR VANS—*continued.*

France—*continued.*

or in refrigerator chests fixed in wagons *hired from the company* are subject to the conditions first described herein, except as regards the following provisions:—

426. Charge for conveyance of empty refrigerator wagons.

1. Empty refrigerator wagons returning or going to take up load are conveyed by *fast transit* up to 200 Km. at 20c. per Km. per wagon, and for each Km. over 200 at 12c. per Km. per wagon, and by *slow* transit, gratis, on prepayment of registration and receipt stamp fees, and subject to conditions of slow transit tariffs.

427. Conveyance of fittings used with fruit and vegetable traffic.

Fittings which are to be, or have been, used on arrival of provisions are carried free.

428. Rebate on refrigerator wagons used.

2. A deduction from cost of transit of 2c. per Km. per refrigerator wagon is allowed over the distance corresponding to the tax applied to refrigerator wagons travelling loaded over the railway; the same reduction is allowed for refrigerator vans travelling empty, and which are subject to a charge for conveyance.

429. Regulations for hire of flat trucks for conveyance of owner's refrigerator chests.

3. The company hires out flat trucks, which consignors can arrange for conveyance of produce in refrigerator chests, the hiring fee being 25c. per truck per day.

4. The time for which such trucks are hired must not be less than thirty consecutive days.

5. The trucks are hired on presentation beforehand of an application from consignors or consignees to the nearest railway station. This application must be accompanied by a plan showing the kind of appliances to be installed on the trucks, the dimensions and weight of such appliances, and the date on which the trucks are to be placed at applicant's disposal for fitting up. When fitting is completed, the station agent takes the necessary steps to obtain the company's sanction to put the truck in circulation, which is only given after it has been labelled "Registered for circulation," and marked with the weight of the vehicle, including the fittings.

6. The hiring fee begins from the day on which the trucks are placed at disposal of the applicant for the purpose of fitting up, and it ceases from the day on which the trucks are returned in the state in which they were placed at the hirer's disposal—that is to say, without fittings. Hiring fees are collected monthly by the stations which receive the application for the wagons.

7. The foregoing regulations (1 and 2) relative to refrigerator wagons apply also to the trucks hired out, as defined in paragraph 3-6.

BELGIUM.

430. Refrigerator wagons not used.

Refrigerator wagons are not used in Belgium.

431. Supply of ice for refrigeration

Ice reservoirs and the ice supplied by the sender to accompany freights of beer, are carried free in ordinary wagons with a complete load of at least 5,000 Kg. or on payment for that weight In no case may the total weight of the barrels of beer and the ice and reservoirs or containers exceed the normal tonnage of the vehicles employed. Consignors are bound to state in the way-bill the weight of the barrels of beer, to be used in calculating the freight. When this is not done, freight is charged on the gross weight of the load, including the ice and reservoirs. When the return of ice and reservoirs to the point of departure is effected by slow train, it is subject to a registration fee (only) of 50c. per consignment.

REFRIGERATOR VANS—*continued.*

GERMANY.

432. Refrigerator wagons not used.

Refrigerator vans are not used in Germany.

433. Supply of ice for refrigeration.

Ice required for protection of perishable produce (in transit in ordinary wagons) is not supplied by the railway.

In the transit of beer, fresh fish, fresh fruit, and other defined commodities, it is provided that ice for keeping the goods in cool condition and ice tanks up to 5 per cent. of the actual weight of a consignment are forwarded carriage free and returned free. The ice tanks sent with wagon-loads of beer and the ice required to preserve the load during transit (the percentage not being defined) are similarly dealt with. In such cases no responsibility is undertaken by the railway for loss, damage, or delayed delivery of the protective materials. For wagon-loads of beer the carrying power of the wagon, inclusive of the protective materials, may not be exceeded. The consignor must state the taxable weight of the consignment in the way-bill, otherwise freight will be calculated for the gross weight of the consignment, including the protective materials loaded with the goods.

HOLLAND.

434. When used and by whom provided.

On the Dutch State and Dutch Central Railways, butter is conveyed by refrigerator vans owned by the company, the necessary ice being supplied by the company.

435. Charge for ice supplied by railway.

A special additional charge is made in such cases of Fl. 0·20 per 50 Kg.

Railways are, however, not bound to carry goods in refrigerator wagons nor liable when foreign railways, on account of incomplete wagon-loading, send the goods through in ordinary wagons.

Cheese is conveyed in special vans (painted white, but not refrigerated), for which no extra charge is made.

436. Ice supplied by sender.

When beer is sent in wagon-loads consignors may supply and load with the traffic ice in reservoirs for keeping it cool. The latter is carried free on outward journey and also on the return journey, but subject for the latter to a registration fee of Fl. 0·50. The carrying powers of the wagons used may not be exceeded by the total weight of a consignment, including ice and reservoirs; and consignors must enter the weight of the latter in the way-bill separately from the weight of the beer, in default of which freight is calculated for the gross weight, including the ice and reservoirs.

DENMARK.

437. When used, and by whom provided.

Refrigerator vans, white-painted wagons, and ordinary wagons owned by the railway are used for conveyance of perishable produce.

438. Supply of ice for refrigeration.

The railways supply the ice for refrigeration, charging for it 20 ore per 100 Kg., or part thereof of consignment weight, with a minimum charge of 8 kroner and maximum of 12 kroner per wagon.

AUSTRIA.

439. When used, and by whom provided.

The State railways have special wagons of their own for transport of milk and meat only. Those for the former traffic are provided with stands and pierced sides, and, for the latter, are provided with refrigerating apparatus.

440. Supply of ice for refrigeration.

The ice for refrigerator wagons is obtained by the railway, from a private firm, and supplied to consignors of traffic at a fixed cost, which is collected by the railway with the transit charges. The rate of cost is according to length of journey to be made, and varies from 9 to 15 Heller for 10 Kg of meat conveyed. Regulations as to conveyance of ice are the same as in Hungary—shown hereafter—as regards fruit, vegetables, and other perishable goods—the only provision is that they must be forwarded in ventilated wagons.

REFRIGERATOR VANS—*continued.*

HUNGARY.

441. When used, and by whom provided.

Perishable produce is transported in specially constructed vehicles belonging to the State railway.

442. Supply of ice for refrigeration.

Ice for preserving goods during transit must be provided by the consignors. Ice sent by a consignor with beer in *wagon-loads* of at least 5,000 Kg. and the necessary ice-containers are carried free of charge. The same conditions as to ice apply to beer sent in consignments of at least 2,500 Kg. per way-bill in specially fitted wagons. If fresh meat and dead poultry are sent in consignments of at least 2,500 Kg. per way-bill, then the quantity of ice which the railway judges to be sufficient is loaded and conveyed with the ice-containers, free of charge. The railway is not liable for loss, damage, or delay on the return journey. When fresh meat and dead poultry are conveyed as fast goods in smaller quantities than 2,500 Kg. but not less than 1,500 Kg., then the transit of ice used is charged for at the reduced fast goods rate. The tonnage of a wagon must not be exceeded, including the weight of protective materials used. If, when protective material is sent with goods, the weight on which the calculation of freight is to be based is not given in the way-bill, then freight is calculated for the total gross weight of the consignment, inclusive of the protective materials loaded with the goods.

TIME LIMITS FOR CONVEYANCE.

FRANCE.

443. Fixing of time limits

Traffic of all kinds by slow transit is forwarded, carried and delivered from station to station, within the terms fixed by Ministerial Decrees, of which the following are extracts:—Traffic will be forwarded during the day following that on which it is consigned. The duration of the journey in the case of slow transit is calculated at the rate of twenty-four hours per indivisible fraction of 125 Km. Surplus distances up to and including 25 Km. are not reckoned.

444. Limits for slow transit.

On about seventy specified sections of lines for partial or complete journeys in either direction, the duration of transit is reduced to twenty-four hours per indivisible fraction of 200 Km. for slow traffic charged at the rates of and classified in Series 1, 2, 3 and 4 of the General Tariffs of each company, and in general for all goods, provisions, and objects of any kind which, though classified in series other than the above, are charged at the rates of Series 4 on request of the consignors. Traffic charged as above, when passing directly from one of the specified sections to another specified one on the same railway, is likewise carried within twenty-four hours per indivisible fraction of 200 Km. as if the conveyance were effected upon one and the same section. When slow traffic is carried successively over sections on which it would be entitled to the accelerated transit above referred to, and over other sections on which accelerated transit does not apply, the total time of transit is calculated by adding the partial periods applying to each of the sections under the different time scales, provided, however, that the total period so arrived at does not exceed the time fixed for the whole journey under the ordinary scale.

445. Prolongation of time limits for goods passing from one railway to another.

For traffic passing from one railway system to another, through a station common to both, the *forwarding* (*i.e.*, despatch during the day following that on which goods are consigned) will be counted only from the station of origin, and *once only*, but a period of one day is allowed for transmission from one railway system to another, the time of transit for *each* company remaining fixed as under the regulations given above. The time of transmission between railway systems terminating in the same locality in two separate stations connected by railway lines is two days, but, with this exception, the conditions named in the preceding sentence apply in such cases. (See separate table of times of Slow Transit attached).

Consignments of Slow goods are placed at disposal of consignees on the day following that of their actual arrival at station of destination.

TIME LIMITS FOR CONVEYANCE—*continued.*

France—*continued.*

446. Prolongation of time limits under special tariffs.

With regard to Slow Transit traffic forwarded under the terms of Special Tariffs, in the absence of anything to the contrary in the tariffs, the railways may prolong by five days the regulation periods, without this supplementary period entailing any action for indemnity. When several special tariffs (local or through) are consolidated or combined, the extensions of time specified in those tariffs are not cumulative. The longest of such extensions is alone applied.

447. Prolongation of time limits when Consignor delays loading of wagons.

In the case of wagon-loads of slow goods consigned under the terms of Special Tariffs, when a consignor has not indicated in his application for wagons the date on which he decides that they should be placed at his disposal, the time of transport is reckoned from the day after the receipt of the application, provided it was received before the station closed. In case specific dates on which wagons will be required are indicated in a consignor's application, the transport time runs from each such indicated date, provided the first of them is subsequent to that of receipt of the application.

The times fixed as above are augmented by the delays which may occur in loading wagons if the latter has not been effected by the consignor within the times fixed by regulations.

448. Calculation of time limits for private siding goods.

For wagon-load goods destined for private branch lines or sidings, a railway company's time of transit on its line expires at the moment when it has placed wagons conveying goods at the junction for disposal of the owners of the private sidings. Conversely in the case of goods coming from private sidings the railway company's transit period runs from the moment that the wagons are placed at its disposal for conveyance at the point of junction with its line. As regards goods in less than wagon-loads (*i.e.*, parcel goods), which have to be transhipped at the railway station nearest to a private siding, or at the junction with it, the forwarding and transport periods are calculated as if the said goods were delivered or received in such station or junction.

Tables of time of transit of Slow Train Traffic from Station to Station.

Normal Times.

Distance. In Km.	Forwarding time. In days.	Conveyance time. In days.	Total time in days excluding days of consignment and delivery.
1 to 150 Km., inc., ..	1	1	2
151 to 275 Km., inc., ..	1	2	3
276 to 400 Km., inc., ..	1	3	4
401 to 525 Km., inc., ..	1	4	5
526 to 650 Km., inc., ..	1	5	6
651 to 775 Km., inc., ..	1	6	7
776 to 900 Km., inc., ..	1	7	8
901 to 1,025 Km., inc., ..	1	8	9
1,026 to 1,150 Km., inc.,	1	9	10
1,151 to 1,275 Km., inc.,	1	10	11
1,276 to 1,400 Km., inc..	1	11	12
1,401 to 1,525 Km., inc.,	1	12	13
1,526 to 1,650 Km., inc.,	1	13	14
Reduced times for specified Sections of Railways.			
1 to 200 Km., inc., ..	1	1	2
201 to 400 Km., inc., ..	1	2	3
401 to 600 Km., inc., ..	1	3	4
601 to 800 Km., inc., ..	1	4	5
801 to 1,000 Km., inc., ..	1	5	6
1,001 to 1,200 Km., inc.,	1	6	7
1,201 to 1,400 Km., inc.,	1	7	8
1,401 to 1,600 Km., inc.,	1	8	9
1,601 to 1,800 Km., inc.,	1	9	10

NOTE.—The foregoing tables present directly the calculation of times for consignments by Slow transit on one and the same system.

TIME LIMITS FOR CONVEYANCE—*continued.*

France—*continued.*

(It may, however, be used to calculate the times for consignments carried over several lines conceded to different companies and connected without break of continuity with each other. In this case the method of procedure is as follows:—Count separately for each distinct railway the time shown for "Conveyance," add to the total thus obtained *one* day for forwarding at the original departure station, and increase this last total by one day for every junction connecting the distinct railways. The gross total obtained by means of this calculation is the result desired—not including day of consignment and day of delivery. The Circle Railway round Paris is, in all respects, considered as a distinct line, except that in the case of through transit only one day of supplementary time is allowed for the two junctions connecting the Circle with the other railways. The times shown in the foregoing tables do not include the period required to comply with Customs formalities.

Many of the Special Tariffs contain provisions varying the normal time limits allowed for conveyance. These variations are given hereafter where such Special Tariffs are used for purpose of comparison with Irish rates).

449. Time limits for fast transit.

Traffic consigned by fast transit is sent off by the first passenger train comprising carriages of all classes and corresponding with the destination of the traffic, provided that it has been presented for registration at least three hours before departure of the train in question, in default of which it will be held over until the next departure. This regulation is not, however, obligatory in the case of Express and Mail trains on which the companies allow, in exceptional cases, second and third-class carriages and which have been expressly designated either in the rate books submitted for Ministerial approval of alterations in the service or in the notices acquainting the public of the train service. The railway companies may, at their own request, be authorised to admit small parcels to their Express or Mail Trains proper, provided that the same treatment is accorded to all consignors under the same conditions. For fast train traffic passing from one railway system to another, through a station common to both, the time allowed for transmission is three hours reckoned from the arrival of the train bringing them to the junction, and re-forwarding the traffic from that point is effected by the first passenger train comprising carriages of all classes leaving after the expiration of that term. The time allowed for transmission between railway systems ending in the same locality in two distinct stations communicating by rails will be six hours, not including the time during which the stations are closed. (This time is from 8 p.m. to 6 a.m. in summer, and from 8 p.m. to 7 a.m. in winter, except in cases where special regulations are made relative to produce, etc., for market). Special regulations (not given) apply to transmission over the Circle Railway between Railway termini in Paris. Longer terms than the foregoing may be granted by the Minister of Public Works in the case of various stations on each railway system, on the application of the General Traffic Inspectors and with consent of the companies provided such term does not exceed eight hours.

Consignments of fast train traffic are placed at disposal of consignees at station of destination two hours after arrival of the train by which conveyed.

BELGIUM.

450. Time limits for slow transit.

Slow goods are delivered at their destined station within a limit of four days, beginning with the first hour of the day following that of acceptance, in so far as the application of Special Tariffs is not subject to a prolongation of the time allowed for conveyance. The regulation transit period is held to be observed for goods to be delivered at domicile by the railway, by their presentation at consignee's address, and for goods to be delivered at a railway station by the sending of an advice of arrival to the consignee or by the handing of this advice to the postal or telegraphic service, and all this before the expiration of the before-mentioned time limit. When a consignment is

TIME LIMITS FOR CONVEYANCE—*continued.*

Belgium—*continued.*

sent "bureau restant" to a consignee whose address is not given on the way-bill, the time limit of transit is held to be observed when, before its expiration as above defined, the notice advising arrival is drawn out and held at the disposal of the party concerned.

451. Prolongation of time limits. The time allowed for transport is increased by twenty-four hours when it includes a Sunday or legal holiday, and by forty-eight hours when it includes both. The legal holidays are, 1st January, Ascension Day, 21st July, 15th August, 1st November, Christmas day, and Easter and Whit Mondays.

452. Suspension of time limits in certain cases. The time limits are entirely suspended during the course of Customs, Fiscal or Police formalities and also during any temporary interruption of transit preventing the commencement or continuation of the transport, not resulting from any fault imputable to the railway.

453. Time limits for express transit. Express consignments (under Tariff No. 1) are despatched by the first passenger train arranged by the railways and leaving at least half an hour after acceptance of the goods for transit at the station of departure. They are delivered at the arrival station at the same time as the passengers, or in case of a connection, by the next train arranged. Packages which are unwieldy or difficult to load, or which may impede the progress of the passenger train are not admitted to such trains and are consequently not accepted under the conditions of Tariff No. 1, *i.e.*, as Express goods. Packages presented for transit at town offices of railways are forwarded to the station of departure by the first cart or porter leaving within half an hour at least after acceptance. In the case of Express goods (as with Slow goods) not deliverable by the railway at the domicile, the transit period is observed when, before its expiration, the advice of arrival of the goods has been entrusted to the post or telegraph or has been sent to the consignee.

454. Time limits for fast transit. Consignments by Fast transit (intermediate between Slow and Express transit) under Tariff No. 2 and deliverable at domicile by the railway are forwarded to the consignee after the expiration of the following time limits reckoned from the first hour of the day following that of their acceptance for transport:—For prepaid packages of 5 Kg. and under (with the exception of dangerous packages, which are not allowed in passenger trains), 24 hours; for all other packages, 48 hours. In the case of goods not deliverable by the railway at the domicile, the termination of the time limit is observed as for Slow and Express goods.

GERMANY.

455 Publication of ordinary time limits. Conveyance time limits must be published in the tariffs and the following maximum periods (which are those actually in force, except as otherwise provided in special tariffs) must not be exceeded:—

456. Time limits for fast transit.

For Fast goods—

Time of forwarding, ...	1 day.
Time of transport for every 300 Km. or part thereof, ...	1 ,,

457. Time limits for slow transit.

For Slow goods—

Time of forwarding, ...	2 days.
Time of transport—up to 100 Km., .	1 day.
Time of transport—for every 200 Km. or part thereof after first 100 Km., .	1 ,,

When traffic passes from one railway to another in connection with each other, then the period of transit is calculated on the total distance between the station of consignment and of destination, while the time allowed for forwarding is reckoned once only irrespective of the number of railway systems traversed in transport.

458. Extension of time limits in certain cases. Railway authorities may, with sanction of the Board of Inspection, fix additional periods in the following cases:—(1) for goods which the railway undertakes to carry (*i.e.*, cart) to or from places situated off the railway line; (2) for unusual traffic conditions, when it is admissible to fix the additional periods in exceptional cases with the sanction of the Board of Inspection, and (3) for transmission to lines of a different gauge.

TIME LIMITS FOR CONVEYANCE—*continued.*

Germany—*continued.*

459. Publication of extended time limits. Additional time allowances must be properly made public. It must plainly appear from the public notices by what authority they have been granted or whether sanction is reserved.

In the latter case the sanction subsequently received must be published within eight days in a special notice. The fixing of extended time allowances is of no effect when the Board of Inspection refuses its sanction or when the sanction is not made public at the right time.

460. Time limits for slow transit. The conveyance time limits begin, except as mentioned in the sentence next succeeding, with the midnight following the acceptance of the goods together with the way-bill by the railway, and is held to have been observed when before its expiration the goods have been delivered by the railway to the consignee or to such person to whom delivery can be legally affected at domicile or place of business, or, in case such delivery is not agreed to or is expressly forbidden, if within the said period, written notice of arrival of the goods is posted to consignee or actually handed to him by other means. When, however, a railway accepts for transit, wagon-loads of traffic which cannot be despatched immediately, it may, with consent of the authorities, arrange with the sender that the conveyance time limits shall date from the day of actual despatch of the goods by rail, in which case the sender must formally agree and the railway must, without delay, inform him of the date of despatch. For goods which are stored by the railway and for such goods as a consignee has requested, in writing, that notice of arrival shall not be sent to him, the conveyance time limit is deemed to have been observed when the goods have been placed ready for collection at the arrival station.

461. Suspension of time limits in certain cases. The conveyance time allowance ceases to run during Excise, Customs, or Police examination and during interruption in transit not due to the fault of the railway and by which the commencement or continuation of railway transport is temporarily prevented.

462. Prolongation of time limits. If the day following that on which goods are handed in is a Sunday or holiday, then in the case of ordinary Slow goods, the conveyance time limits do not begin until the following working day.

463. Time limits for Express transit. The conveyance time limits for *Express* goods are as follows:—

Time of forwarding, ...	½ day.
Time of transport for every 300 Km. begun, ...	½ ,,

The time limit begins for goods received during the forenoon at 12 o'clock mid-day, and for goods received during the afternoon at 12 o'clock midnight, and it is held to have been observed when the goods were forwarded as quickly as possible by the trains allotted to the purpose.

The calculation of conveyance time limits is based upon the distances given in the kilometre tables or in the station tariff tables, deduction being made of any additional Kms., which may be included for particular routes, junction lines, river passages, etc., therein.

HOLLAND.

464. Publication of time limits. Railway authorities publish in their tariffs the time of conveyance for traffic over their lines.

The conveyance time limits for Fast and Slow goods are made up of the time for conveyance and that for despatch taken together, and the following limits must not be exceeded:—

For Fast goods—

465. Time limits for fast transit.

Time of despatch, ...	1 day.
Time of transport for every 300 Km. or part thereof, ...	1 ,,

For Slow goods—

466. Time limits for slow transit.

Time of despatch, ...	2 days.
Time for transport for the first 100 Km.,	1 day.
Time for transport for every additional 200 Km. or part thereof, . . .	1 ,,

TIME LIMITS FOR CONVEYANCE—*continued.*

Holland—*continued.*

467. Prolongation of time limits.

When the goods pass from one railway to another railway connected with it, the time for conveyance is calculated according to the whole distance between the forwarding and the receiving stations. The time for despatch is counted once only, without regard to the number of railways over which traffic is to take place.

468. Extension of time limits authorised under certain conditions.

For markets or other occasions which may have an unusual effect upon traffic, the railway authorities may, with the consent of the Minister of Waterways, Commerce and Industry, or under his reservation, decree and give notice of longer time limits. Such notice must state whether sanction has been already given or is reserved. In the latter case the sanction subsequently obtained must be announced within eight days in a special notice. The extended period does not come into force if the subsequent Ministerial approval is not accorded or if it is not announced within the fixed period of eight days. The conveyance period commences at midnight after handing-in of goods and stamping of way-bill, and it is deemed to have been observed when the goods have been delivered by the railway before expiration of the time, to the consignee or at the place where he carries on his business or to the persons designated by him, or, if goods are not deliverable at domicile by the railway, when within the fixed period after arrival of the goods at their station of destination a written advice of their arrival has been posted to consignee or delivered into his hands by any other means. For goods sent "Station Restante" the conveyance period is held to have been observed when the goods lie ready for removal at the arrival station within the fixed time limits.

469. Prolongation of limits when Sundays and holidays intervene.

The conveyance period is extended not only by Sundays and holidays, but also by time necessary for carrying out Customs and Excise formalities and by the time during which transit is stopped through no fault of the railway and thus commencement or continuation of transport is temporarily prevented.

470. Conveyance time limits for parcels.

As regards conveyance period for parcels, each consignment of not more than 10 Kg. in weight handed in in the morning at a forwarding station half an hour before departure of the first train must be delivered at the station of destination on the evening of the same day, and every such consignment handed in before 12 o'clock mid-day at a forwarding station must be delivered at its destination at latest before 12 o'clock mid-day on the following day.

471. Procedure in case of obstructed transit.

When traffic over a railway is temporarily prevented by superior force or accident, the sender is not bound to wait until the obstacle to transit is removed. He can withdraw from the transit contract entered into by him, but he is bound to recoup the railway, if the cause of obstruction is not attributable to the latter, for advances made and costs incurred for loading and unloading the goods and freight over the distance already carried. When, through obstruction of traffic, conveyance over the route prescribed by a consignor or selected by the railway is impossible, but not so over another though longer route, then it is a matter for the railway authorities, due regard being paid to the Government regulations in the interests of general traffic, to decide whether it is more to the interest of the parties concerned to wait until the obstruction is removed, to carry the goods to their destination by another route at the expense of consignor or consignee, or to ask for further instructions from the sender as to the manner of forwarding his goods.

DENMARK.

472. Time limits for fast transit.

The fixed conveyance time limits are:—

For Fast goods, 24 hours, with an addition of 12 hours for every 200 Km. or part thereof that the traffic is transported.

473. Time limits for slow transit.

For Slow goods, 48 hours, with an addition of 24 hours for every 200 Km. or part thereof that the traffic is transported. For goods coming under the lowest wagon-load class and for used packages (*i.e.*, returned empties) charged at reduced rates, the conveyance period is doubled. When articles which

TIME LIMITS FOR CONVEYANCE—*continued.*

Denmark—*continued.*

cannot be loaded through the side doors of a closed wagon are sent as general goods, and when explosive goods are conveyed as Slow goods, the conveyance period is extended by eight days. The time fixed for conveyance begins at midnight, after the stamping of the way-bill, and is observed when the goods have, within the period, arrived at the station of destination, and in as far as the railway is obliged to deliver them to consignee or advise him of their arrival, when they are handed over to the person concerned or information given him of their arrival. For goods addressed "Station Restante" the conveyance time limits are observed when the goods are placed at the disposal of the consignee at the station within those limits.

474. Prolongation of time limits.

The foregoing conveyance periods are extended by twelve and twenty-four hours, respectively, for every time fiords or rivers, over which there are no regular bridges, are crossed.

The conveyance period does not include holidays, the time required for Customs or Police formalities, nor the time during which transit is stopped without any fault on the part of the railway and thus commencement or continuation of transport is temporarily prevented.

475. Extension of time limits, and publication thereof.

The Railway may, under unusual traffic conditions and with or under reservation of sanction of the authorities, temporarily extend the conveyance time limits, but public notice thereof must be given.

476. Time limits for perishable goods at slow goods rates.

The conveyance time limits for transit of easily perishable goods which the railways undertake to carry at Fast goods train speed for Slow goods rates is the same as if the traffic were carried by Slow trains, and for like traffic which the railways undertake to carry at the quickest speed allowed by the time-table (but not in Express trains) for an addition of 50 per cent. to ordinary Slow goods rates, the conveyance time limits are as for ordinary Fast goods.

477. Time limits for slow traffic under lowest tariff.

For traffic coming under Tariff 6 (*i.e.*, bones, fresh fodder, cullet, stable manure, straw, hay, clay, bog ore, sea-shells, stone, bricks, coal, sugar beet, rough timber, turf, empty barrels, etc., carried in wagon-loads) the conveyance time limits for ordinary Slow goods are doubled. If a sender wishes to have such traffic conveyed within ordinary time limits he must pay a higher rate, *i.e.*, Tariff No. 5.

478. Procedure in case of obstructed transit.

If a stoppage occurs on a line of transit and goods cannot be conveyed to destination along another route, the railway must procure fresh instructions as to disposal from the sender, who can then cancel the transit contract provided he recoups the railway in case it is not to blame, for the expenses of preparation made for conveyance of the traffic, together with the cost of handling, and must pay the freight for the distance already covered. When traffic can be forwarded by another route it is for the railway to decide whether it is in the interest of the sender that conveyance should be effected by that route or whether the goods should be held and the sender's instructions obtained. If a sender is not in possession of the duplicate way-bill, no alteration can be made as regards consignee or station of destination in fresh instructions given by him.

AUSTRIA AND HUNGARY.

479. Publication of time limits.

Conveyance time limits must be published in the tariffs, and the following maximum periods (which are those actually in force, except as otherwise provided in special tariffs) must not be exceeded:—

For Express Goods—

Time of forwarding, ...	1 day.
Time of transport—for every 300 Km. or part thereof, ...	1 ,,

480. Time limits for fast transit.

For Slow Goods—

Time of forwarding, ...	2 days.
Time of transport—up to 100 Km., .	1 day.
Time of transport—for every 200 Km. or part thereof after first 100 Km., .	1 ,,

481. Time limits for slow transit.

TIME LIMITS FOR CONVEYANCE—*continued.*

Austria and Hungary—*continued.*

Instructions as to tariff or despatch given by a sender in the way-bill are taken as an indication of the route to be followed, and the conveyance time limits are calculated for the route so indicated.

When transport passes from one railway to another in connection with each other, then the period of transit is calculated on the total distance between the station of consignment and of destination, while the time allowed for forwarding is reckoned once only, irrespective of the number of railway systems traversed in transport.

The conveyance time limits begin (except as mentioned in the sentence next succeeding) with the midnight following the acceptance of the goods, together with the way-bill by the railway, and are held to have been observed when, before expiration, the goods have been delivered by the railway to the consignee or to such person to whom delivery can be legally effected to domicile or place of business, or, in case such delivery is not agreed to or is expressly forbidden, if, within the said period, written notice of arrival of the goods is posted to consignee or actually handed to him by other means. When, however, a railway accepts for transit wagon-loads of traffic which cannot be despatched immediately, it may, with the consent of the authorities, arrange with the sender that the conveyance time limits shall date from the day of actual despatch of the goods by rail, in which case the sender must formally agree and the railway must, without delay, inform him of the date of despatch. For goods which are stored by the railway and for such goods as a consignee has requested, in writing, that notice of arrival shall not be sent to him, the conveyance time limit is deemed to have been observed when the goods have been placed ready for collection at the arrival station.

482. Extension of time limits in certain cases.

Railway authorities may, with sanction of the Board of Inspection, fix additional periods in the following cases:—(1) for goods which the railway undertakes to carry (*i.e.*, cart) to or from places situated off the railway line; (2) for unusual traffic conditions, when it is admissible to fix the additional periods in exceptional cases with the sanction of the Board of Inspection; (3) for secondary railways and for transit to railways with a different gauge; (4) when the goods have to be sent over a river where there is no bridge, or over a junction connecting two of the lines of railway participating in the transport of the goods; (5) and in addition for the passage from one railway to another or even from one line to another of the same railway administration an extension of conveyance limits may be granted, amounting to not more than six hours for Fast goods and twelve hours for Slow goods for each passage.

483. Publication of additional time limits.

Additional time allowances must be properly made public. It must plainly appear from the published notices by what authority they have been granted or whether sanction is reserved. In the latter case the sanction subsequently received must be published within eight days in a special notice. The fixing of extended time allowances is of no effect when the Board of Inspection refuses its sanction or when the sanction is not made public at the right time.

484. Suspension of time limits during Customs formalities and interruption of traffic

The conveyance time allowance ceases to run during Excise, Customs or Police examination, and during interruptions in transit not due to the fault of the railway and by which the commencement or continuation of transport is temporarily prevented.

485. Prolongation of time limits when a Sunday or holiday intervenes.

If the day following that on which goods are handed in is a Sunday or holiday, then in the case of ordinary Slow goods, the conveyance time limits do not begin until the following working day.

COLLECTION AND DELIVERY OF GOODS BY RAILWAY.

FRANCE.

486 Organisation of carting arrangements.

All the large railways have arrangements for cartage of goods at their principal stations. If goods are to be carted on arrival an entry to that effect must be made on the way-bill by the sender,

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

France—*continued.*

otherwise they will be consigned to station only. On the Nord system, which has a total of 737 stations and halting places, cartage is organised for delivery of Slow goods at 238 of them, serving 502 cities, towns, villages or districts excluding Paris. Collection of goods is effected at only 78 of the stations excluding Paris. The rates charged for cartage vary considerably, and are apparently governed by local conditions at each place.

487. Cartage charges for slow goods in provinces.

The cartage distances on the Nord line vary from 1 Km. to 15 Km. for slow goods. The following is an analysis of the cartage rates:—

SLOW GOODS.

Distance in Km.	No. of Localities.	Rate per 1,000 Kg.			Minimum Charge per Consignment.	
		Lowest.	Highest.	Prevailing.	Lowest.	Highest
		Fr.	Fr.	Fr. Fr.	Fr.	Fr.
1	158	1·50	5·00	2·00–3·00	0·20	0·75
2	112	2·00	5·00	3·00–4·00	0·25	0·60
3	77	2·00	6·00	4·00–5·00	0·30	1·50
4	46	3·50	12·00	4·00–6·00	0·40	1·25
5	38	5·00	12·00	5·00–6·00	0·40	2·00
6	27	6·00	12·00	6·00–8·00	0·70	2·00
7	14	6·00	14·00	8·00–10·00	0·75	1·50
8	14	7·00	15·00	8·00–11·00	0·75	2·00
9	9	6·00	15·00	10·00–14·00	1·00	1·50
11	2	10·00	12·00	—	0·70	1·00
12	4	10·00	12·00	—	0·70	1·00
15	1	8·00	—	—	1·00	1·00

The conditions of cartage by Nord Railway of Slow Goods in the Provinces are as follows:—Rates are fixed per indivisible 10 Kg. The minimum rate for each locality is collected for every consignment which, at the rate of the price fixed per 1,000 Kg. would produce a less cost.

488. Increased cartage charges for certain commodities.

The following goods are charged double cartage rates:—(1.) Liquids and goods subject to double toll and Excise, except barrels and half barrels, boxes and baskets of wines, spirits, and other liquids destined to localities for which there exist special cartage rates for such goods. There are 68 such localities on the Nord system. (2.) Furniture and other goods weighing less than 200 Kg., under the volume of 1 cubic metre. (3.) Inflammable, explosive, or corrosive substances; and (4.) Pictures, statuary, art objects, and gold and silver plate.

Fifty per cent. is added to cartage rates for plate glass, the dimensions of which do not exceed 2·50 m. long by 1·50 m. broad. Plates of larger dimensions are carted only by special agreement, as are also the following goods:—Machines, vehicles, or apparatus travelling on its own wheels, hay and straw in unpressed bales, indivisible masses heavier than 1,000 Kg., goods of all kinds in bulk, objects, the dimensions of which exceed 6·50 m. in length and 2 m. in breadth. For masses in a greater weight than 500 Kg., loading and unloading of drays in the town must be effected by Consignors or Consignees at their own expense and risk. Goods in boxes, frames, crates, or trays, the unpacking of which is effected piecemeal from the dray at the Consignee's door, are subject to an additional charge of 1 Fr. per 1,000 Kg. Goods taken to domicile and not delivered owing to absence of Consignee, wrong address, or refusal, are brought back to station and charged cartage on return same as on outward journey. Time

allowances for delivery are not binding on the railway in case of overcrowding (*i.e.*, congestion of traffic).

At a few of the provincial stations there are some modifications of cartage rates for specific commodities.

489. Cartage charges for slow goods in Paris.

The Nord Railway system's scale of charges for cartage of slow goods in Paris (which is divided into two zones, consisting broadly of the districts on the right and left respectively of the Seine) is as under:—

DELIVERY AT DOMICILE.

—	Under 1,500 Kg.	Over 1,500 Kg.	
	Per 1,000 Kg.	Max. Charge.	Per 1,000 Kg.
1. *Goods in General.*			
Sent direct to Domicile—			
1st zone, ...	5·00	6·00	4·00
2nd zone, ...	6·00	7·50	5·00
Addressed to Station and carted by order of Consignee—			
1st zone, ...	6·00	7·60	5·00
2nd zone, ...	7·00	9·00	6·00
2. *Cereals.*			
Sent direct to Domicile—			
1st zone, ...	4·00	4·50	3·00
2nd zone, ...	5·00	5·25	3·50
Addressed to Station and carted by order of Consignee—			
1st zone, ...	5·00	6·00	4·00
2nd zone, ...	6·00	6·75	4·50
Flour.			
Sent direct to Domicile—			
1st zone, ...	4·00	3·75	2·50
2nd zone, ...	5·00	4·50	3·00
Addressed to Station and carted by order of Consignee—			
1st zone, ...	5·00	5·25	3·50
2nd zone, .	6·00	6·00	4·00

4. *Parcels containing Perfumes, Essences, Varnish, and other Liquids* subject to toll:—In bottles of less than 3 Decilitres Fr. 15·00 per 1,000 Kg.

N.B.—When cartage is prepaid on departure, the charges for zone 1 are always applied irrespective of the zone in which the Domicile is situated.

Collection at Domicile:—

	Fr.
Rate per 1,000 Kg., ...	5·00

Cartage to Station of Goods delivered in branch offices of the railway:—

Rate per 1,000 Kg., ...	5·00

Cartage from Domicile or Branch Offices of Export Goods:—

Rate per 1,000 Kg., ...	3·50

All the foregoing Paris cartage rates are governed by the general conditions which follow:—The time allowed for collection or delivery of goods in Paris is two days, exclusive of holidays, but this may be extended in case of overcrowding which does not arise from any act of the railway, and which is notified to the Superintendent (Commissaire de Surveillance Administrative), twenty-four hours in advance, together with a report in proof of the fact. In case of collected goods and delivery of those originally addressed to station, the time allowance of two days runs from time of receipt of the written order for cartage. Goods brought by Consignors to city offices of the railway are only subject to a time allowance of twenty-four hours. Goods of which delivery at domicile has been ordered by Consignor will not be presented to Consignee on Sundays or holidays, when a written request to that effect has been made either by the Consignor on his Consignment Declaration or by the Consignee. Such a request completely liberates the railway from the consequences of the non-delivery of the goods on a Sunday or a holiday. Unless by consent of Consignee goods cannot be collected or delivered at domicile before 7 a.m. or after 7 p.m. Goods taken to domicile and not delivered, from any cause not the fault of the railway, are brought back to the station, cartage for the return journey being charged at same rate as for the outward journey. Cartage is charged on a minimum weight of 100 Kg., and over 100 Kg. per indivisible fraction of 10 Kg.

490. Increased cartage charges for certain commodities.

The following goods are charged 50 per cent. over ordinary cartage rates:—Those not weighing 200 Kg. below the volume of one cubic metre, but not more than if charged at a rate calculated at 200 Kg. per cubic metre; explosive, inflammable, corrosive, and other dangerous substances or liquids; art objects and plate glass, which does not exceed 2·50 × 1·50 metres in dimensions; indivisible masses weighing from 250 to 3,000 Kg., and objects from 6·50 to 10 metres in length or 2 metres in breadth. (Barrels of liquid not more than 900 Kg. in weight are not, however, subject to any increase in rate of cartage.) When indivisible masses do not exceed 1,500 Kg. and are loaded on or unloaded from railway carts or drays by owners they are charged ordinary cartage rates. Objects exceeding 1,500 Kg., although charged 50 per cent. extra for cartage, must always be handled outside the railway station by the Consignors and Consignees.

Goods in crates, frames, boxes, or trays, the unpacking of which is performed piece by piece from the cart or dray at the Consignee's door, are subject to an addition of Fr. 2·00 per 1,000 Kg. Goods in bulk which, either on demand of Consignor or Consignee or in accordance with commercial usage or police regulations, are not unloaded by simply turning up the cart, are subject to an addition of Fr. 1·00 per 1,000 Kg., with the exception of the goods named hereafter, for which the extra cartage charge is Fr. 2·00 per 1,000 Kg., viz.:—Growing trees and shrubs, slates, empty carboys, empty bottles, slabs of cement or stone, tiles and panels of earthenware or terra-cotta, empty demijohns, wrought iron objects, tinware, moulded castings, fruits, slabs of marble, furniture, lithographic stones, pottery, empty jars, and terra-cotta pipes.

Cartage of the following goods is subject to special arrangement:—Indivisible masses of more than 3,000 Kg. each, objects exceeding 10 metres in length or 2 metres in breadth, plate glass exceeding 2·50 m. × 1·50 m. in dimensions, objects which on account of their volume, their weight, or their nature, require special apparatus for loading and unloading; agricultural machinery and implements not packed, hay and fodder in unpressed bales, games, theatrical goods, vehicles or apparatus on its own wheels, live animals not intended for food purposes, except small animals which are considered as market provisions, and goods to be collected or delivered beyond the city boundaries.

491. Cartage charges for coal and coke in Paris.

Coal and coke carried by the Nord Company from certain specified places under Special Tariff (No. 7) are carted to domicile in Paris at the following rates, which include cost of transfer from railway truck to dray.

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

France—*continued.*

LOCALITY.	Cartage per 1,000 Kg. — Addressed direct to Domicile.		Addressed to Station and carted at request of Consignee.	
	Coal. Fr.	Coke. Fr.	Coal. Fr.	Coke. Fr.
PARIS CITY.				
Up to 1 Km., ...	1·25	2·00	2·70	3·10
1 to 2 Km., ...	1·50	2·25	3·05	3·45
2 to 3 „	1·75	2·50	3·40	3·80
3 to 4 „	2·00	2·75	3·75	4·15
4 to 5 „	2·25	3·00	4·10	4·50
5 to 6 „	2·50	3·25	4·45	4·85
6 to 7 „	2·75	3·50	4·80	5·20
7 to 8 „	3·00	3·75	5·15	5·55
8 to 9 „	3·25	4·00	5·50	5·90
9 to 10 „	3·50	4·25	5·85	6·25
10 to 11 „	3·75	4·50	6·20	6·60
11 to 12 „	4·00	4·75	6·55	6·95
PARIS SUBURBS.				
Saint Ouen, up to 1 Km., ..	1·25	2·00	2·70	3·10
Clichy, 1 to 2 Km., ..	1·50	2·25	3·05	3·45
Gennevilliers, 3 to 4 Km., ..	2·00	2·75	3·75	4·15
Levallois-Perret, 3 to 4 Km.,	2·00	2·75	3·75	4·15
Asnieres, 3 to 4 Km., ..	2·00	2·75	3·75	4·15
Neuilly, 5 to 6 Km., ..	2·50	3·25	4·45	4·85
Courbevoie, 6 to 7 Km., ..	2·75	3·50	4·80	5·20
Puteaux, 7 to 8 Km., ..	3·00	3·75	5·15	5·55
Suresnes, 8 to 9 Km., ..	3·25	4·00	5·50	5·90

The foregoing rates apply to coal and coke to be carted to one Consignee with drays of at least 3,400 Kg. capacity. They include unloading by tilting up the cart in the Consignee's yard, without any further handling. The railway company is not bound to drive its vehicles when laden with coal or coke into yards which are not paved or metalled, or where the slope is dangerous, or when the width of the street or yard does not admit of the carts being turned.

492. Increased cartage charges under exceptional conditions.

When the streets to be traversed, in order to reach the Consignee (*i.e.*, place of delivery), have slopes of more than 3% to 5%, the cartage rates are increased by 50 per cent., and they are doubled when the journey involves gradients of more than 5%. The railway company do not undertake to carry coal and coke in tip-carts of less capacity than 3,400 Kg. When the contents of a railway wagon have to be divided between several Consignees the above rates of cartage are increased by 1 Fr. per 1,000 Kg., with a minimum load of 3,400 Kg. Delivery is effected from 6 a.m. in summer and 7 a.m. in winter and 6 o'clock p.m. at the option of the company, which is not bound to deliver at any fixed hour.

In the Provinces, Fast Goods, subject during transit by rail on the Nord system to an increase of 50 per cent. are subject to the same increase of cartage charges, and goods returned to station undelivered are charged same cartage rate in return journey as on forward journey.

493. Cartage charges for fast goods in Paris.

The following are the cartage charges in Paris of Fast Goods carried over the Nord Railway:—

Collection and Delivery at Domicile.

	c.
Consignments from 0 to 5 Kg., Inclusive, .	15
„ „ 5 to 10 Kg. „ .	25
„ „ 10 to 20 Kg. „ .	35
„ „ 20 to 30 Kg. „ .	40
„ „ 30 to 40 Kg. „ .	45
„ over 40 Kg. per 10 Kg., . .	10

Conveyance to Station of Parcels and Goods handed in at Branch Offices of the Company:—

Consignments from 0 to 5 Kg., Inclusive, .	15
„ „ 5 to 10 Kg. „ .	20
„ „ 10 to 20 Kg. „ .	25
„ „ 20 to 30 Kg. „ .	30
„ „ 30 to 40 Kg. „ .	35
„ „ 40 to 50 Kg. „ .	40
„ „ 50 to 60 Kg. „ .	45
„ „ 60 to 70 Kg. „ .	50
„ „ 70 to 80 Kg. „ .	55
„ „ 80 to 90 Kg. „ .	65
„ „ 90 to 100 Kg. „ .	70
„ over 100 Kg. per fraction of 10 Kg., ...	7

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

France—*continued.*

Parcels, Fast Goods, and Postal Packages are, on demand of Consignor, collected at domicile at the same rates and on the same conditions as if they had been handed in at the city offices when they are consigned in complete van-loads, provided in this case that the total charge collected for cartage from domicile to station is not less than 10 Fr. per one-horse van carrying a maximum load of 1,000 Kg., and 20 Fr. for a two-horse van carrying a maximum of 2,000 Kg. Postal packages handed in at the city offices specified for the purpose are always carried free from these offices to the station.

The following are the general conditions of application of the Paris Cartage Tariff:—On departure, parcels and fast goods handed in at the company's city offices or collected at domicile, are carried to the station and forwarded by rail at latest 24 hours after being handed in at the city offices or within 48 hours of receipt by the railway station of the order for collecting them at the domicile. On arrival, parcels and fast goods are delivered at Consignee's domicile within the time allowed by the Ministerial Decree of 16th March, 1884, *i.e.*, 5 hours for provisions destined for the central markets, and 10 hours for other goods.

These two periods are counted from the actual arrival of the regular train effecting carriage of the goods, but in calculating the second period night hours are deducted in accordance with Decree of the 12th June, 1866. For consignments originally addressed to station and subsequently delivered at domicile by order of Consignee, the time allowed by the Ministerial Decree of 16th March, 1884, runs from the moment when the order for delivery at domicile when received at the station. Goods for which delivery at domicile has been prescribed by Consignor will not be handed to Consignee on Sundays or holidays when a written request to that effect has been made by the Consignor on his declaration of consignment, or by the Consignee. A request so made completely liberates the company from the consequences of the non-delivery of fast goods on Sundays or holidays. Goods taken to Consignee's domicile and not delivered for any reason not the fault of the company, are brought back to station and charged cartage rate on the return journey same as on the forward journey. The following goods are charged 50 per cent. additional to the cartage rate in the tariff:—Provisions and objects not weighing 200 Kg. under the volume of 1 cubic metre, provided that in no case the charge to be collected is greater than for 200 Kg. per cubic metre at the ordinary rate of cartage; art objects and plate glass which do not exceed 2·50 m. × 1·50 m. in dimensions; indivisible masses weighing from 500 Kg. to 1,500 Kg., but in this case the extra charge is not made when loading on dray at Consignor's house or unloading from dray at Consignee's house is effected by either the sender or the receiver; goods in crates, chests, boxes, or trays, and goods to be arranged specially as in slow transit.

494. Cartage charges of fast goods in the provinces.

Cartage of Fast goods is organised to 502 Provincial localities on the Nord Railway system, the distance varying from 1 to 22 Km.. The charges are made according to seven divisions of weight as follow:—

From 0 to 3 Kg., Inclusive.
„ 3 to 5 Kg. „
„ 5 to 10 Kg. „
„ 10 to 20 Kg. „
„ 20 to 30 Kg. „
„ 30 to 40 Kg. „
Over 40 Kg. per 100 Kg., calculated from 10 to 10 Kg.

The charges are not reckoned on any fixed scale. The amount for like weights carted similar distances vary considerably according to local circumstances, as is shown by the following analysis of the published tariff:—

NOTE.—THE LETTERS "L," "H," AND "P," IN THE HEADINGS OF THE APPENDED TABLE DENOTE RESPECTIVELY, "LOWEST," "HIGHEST," AND "PREVAILING" CHARGES.

Distance.	No. of Localities.	0-3 Kg.			3-5 Kg.			5-10 Kg.			10-20 Kg.			20-30 Kg.			30-40 Kg.			Over 40. Kg. (Per 100 Kg.)		
		L.	H.	P.	L.	H.	P.	L.	H.	P.	L.	H.	P.	L.	H.	P.	L.	H.	P.	L.	H.	P.
Km.		C.	C.	C.	C.	C.	C.	C	C.	C.	C.	C.	C.	C.	C.	C.	C.	C.	C.	C.	C.	C.
1	163	20	25	20	20	25	20	20	30	20	25	35	25	30	40	30	35	45	35	80	100	80
2	101	15	45	20	15	50	20	20	50	20	25	70	25	25	70	30	25	80	35	50	160	80
3	68	20	60	25	20	60	25 / 30	20	80	30 / 40	20	100	35 / 50	30	120	40 / 60	35	140	50 / 70	80	280	80 / 125
4	39	20	60	25 / 30	20	60	25 / 30	20	80	30 / 35	25	100	35 / 40	30	120	40 / 50	35	140	50 / 60	80	280	100 / 150
5	31	25	60	25 / 30	25	70	30 / 40	30	80	30 / 40	30	100	40 / 60	30	120	50 / 80	40	140	60 / 90	80	280	100 / 160
6	25	20	50	30 / 50	20	60	30 / 50	20	70	40 / 50	25	80	50 / 70	30	100	60 / 70	40	125	70 / 80	80	250	140 / 150
7	19	25	70	25 / 30	25	70	25 / 40	30	90	40 / 50	35	110	50 / 65	50	130	50 / 70	60	160	60 / 90	120	320	120 / 200
8	11	25	60	25 / 35	25	65	25 / 45	25	75	45 / 55	30	80	55 / 70	35	90	60 / 80	40	115	70 / 100	100	250	150 / 200
9	14	25	60	25 / 40	25	65	40 / 50	40	75	50 / 55	50	85	60 / 70	60	90	65 / 70	70	125	70 / 90	140	250	200 / 250
10	5	25	60	30	25	60	—	30	70	—	35	80	—	40	90	65	50	100	100	100	250	—
11	7	25	55	25 / 35	25	55	25 / 35	35	85	60	40	100	70	45	100	—	50	140	—	100	300	200
12	9	25	50	—	25	50	45	30	60	50 / 60	40	70	55 / 70	60	90	60 / 80	65	125	75 / 100	130	250	160 / 180
13	3	30	60	—	50	60	—	55	70	—	60	80	—	65	90	—	75	100	—	150	250	—
14	3	30	45	—	30	50	—	40	60	—	50	70	—	60	80	—	80	125	—	160	250	—
15	2	30	50	—	50	60	—	50	65	—	60	70	—	70	75	—	80	90	—	160	210	—
18	1	40	—	—	50	—	—	70	—	—	80	—	—	100	—	—	135	—	—	250	—	—
22	1	50	—	—	60	—	—	70	—	—	80	—	—	100	—	—	135	—	—	270	—	—

494 *continued.*

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

BELGIUM.

495 Organisation of cartage arrangements.

On the Belgian State railways, cartage arrangements are organised at 195 stations. At 14 of the stations the carting area applies to a radius of 3 Km. from the Hotel de Ville, and, with three or four exceptions, where there are special delimitations, at all others the carting area applies to a radius of 3 Km. from the railway station.

496. Cartage Charges for Express Fast and Slow Goods.

The cartage charges are as follow:—Collection at domicile per consignment and indivisible fraction of 100 Kg. of goods (not exceeding 500 Kg. per indivisible mass) in Tariffs 1, 2, and 3 (*i.e.*, Express, Fast, or Slow Goods), 30c. Delivery at domicile of slow goods parcels of 500 Kg. at most, per indivisible fraction of 10 Kg. in the Brussels area, 5c., in other localities, 3c.—rounded off to the 10c. above. Express and fast goods addressed to consignee's domicile are delivered free.

For delivery at domicile, on consignee's request, of goods addressed "Bureau Restant" and for re-delivery at domicile for any reason attributable to the consignee the following charges are made:—

Express or Fast Goods—

Prepaid parcels of 5 Kg. and under, . .	20 c.
Prepaid parcels from 5 to 10 Kg., Express .	30 c.
Do. do. Fast, .	20 c.
Non-prepaid parcels of 10 Kg. and under, .	30 c.
Express parcels of more than 10 Kg., per Kg., the charge being rounded off to the 10 c. above, with minimum of 40 c., . . .	3 c.
Fast or Slow parcels of more than 10 Kg. ,per indivisible fraction of 10 Kg., the charge being rounded off to the 10 c. above, and with minimum charge as for 100 Kg. .	
In Brussels area, ...	5 c.
In other localities, ...	3 c.
Prepaid Express parcels of 5 Kg., at most, and of an urgent description, arriving at a railway station and delivered at domicile on demand of consignor outside carting area, or more than 3 Km from a station, per indivisible fraction of 1 Km. reckoned from station.	20 c.

497. Increased charges under exceptional conditions.

Express parcels weighing, at most, 15 Kg. delivered at domicile on demand of consignor or consignee outside regulation hours, in each case charged a supplementary tax of 25 c.

Delivery in cellar of Express, Fast, or Slow Goods destined for consignee's consumption—Goods in barrels per 10 Kg., min. 100 Kg., 5 c.

Goods in sacks, chests or baskets per 10 Kg., min. 100 Kg., . . 2½c.

This is an additional charge to be paid direct to carter.

Cartage of goods intended for exhibition and of materials to be used for installation of such exhibits is charged as follows:—

Collection—Per 100 Kg. or per consignment of less weight, ...	30
Delivery—	
Express Goods, 0 to 5 Kg., . . .	20
,, ,, 5 to 10 Kg., . . .	30
,, ,, over 10 Kg., per Kg., .	3
Fast Goods, 0 to 10 Kg., . . .	10
,, ,, 11 to 20 Kg., . . .	15
,, ,, 21 to 50 Kg., . . .	20
,, ,, 51 to 100 Kg., . . .	30
,, ,, above 100 Kg., per 10 Kg. to Brussels and Liege, . .	4
,, ,, above 100 Kg., per 10 Kg. to other places, ...	3
Slow Goods—In Brussels area, per 10 Kg.,	5
,, ,, In other localities, per 10 Kg.,	3

498. Cartage regulations for slow goods

The following are the general conditions applying to cartage of goods:—Collection is restricted to consignments loaded in wagons by the railway companies, but the companies do not undertake to collect merchandise such as furniture or other goods in bulk, explosives, butchers meat and offal, vehicles, packages in ice, exceeding 300 Kg. or the dimensions of which are such that they cannot be loaded into closed wagons, or packages of glass or crockery weighing more than 300 Kg. Collection of indivisible masses of more than 500 Kg. is not obligatory. It is done only when the station of departure has at its disposal suitable means of carting, and, when no inconvenience to the service is caused thereby, the decision as to which is exclusively reserved to the railway companies. The same applies to the case of goods exceeding 6 m. in length.

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

Belgium—*continued.*

Requests that goods shall be collected by the railway must be made twenty-four hours in advance. They may be made in writing or verbally at the Goods Transit office. Such applications must give besides the sender's address the nature of the goods, the number of the packages, the destination, and the approximate weight. If a request be made in the form of an open letter to the stationmaster of the *State Railway* it need not be stamped. Goods are collected in accordance with the sender's directions before shop doors, or in courtyards, vestibules, enclosures, or other places accessible to the drays, provided that they are within a distance of 100 metres at the most of the public carriage-road. In buildings occupied by several tenants, packages of 25 Kg and less may, in exceptional cases and when no inconvenience is thereby caused to the service (a matter of which the railway companies are sole judges), be collected at the door of the apartments occupied by the sender. The fee for collection at domicile is always enforced in case of consignments of Slow Goods presented at town offices. For goods of large volume and packages exceeding the normal length of carrying stock, the charges for collection are calculated according to the weight on which rail transport is reckoned. Goods collected at the sender's house are loaded on wagons by the railway company on the conditions indicated in the tariff. Collection charges are calculated evenly to the next 10 c. above.

The railway companies undertake the delivery at domicile only of consignments for which collection at domicile is provided as above-defined and within like limits, nevertheless, incomplete loads loaded in a station or at a siding by or with the help of the consignor's employes may, with the exception of certain goods defined above, be delivered by the railway at domicile. Apart from the exceptions determined by the special condition hereafter detailed, delivery at domicile is confined to the localities where cartage service is organised and within the limits of the areas served. In the case of full loads it is only done when a demand to that effect has been entered on the way-bill. No deduction is made in the rates fixed by the tariff for Express and Fast Goods when the delivery at domicile is not effected either because such consignments are sent "Bureau Restant" or because they are destined to localities where there is no organised cartage service, or because the consignee resides outside the limits of the cartage area. In case of consignments of Slow Goods in incomplete loads destined to localities where cartage is organised, the cartage charge is levied officially as indicated in the tariff, unless the way-bill contains one of the following notes:—"To remain in Bureau," "To remain in Railway Station," "To remain in Station," "In transit," "For Export," etc.

499. Increased cartage charge for certain commodities.—Periods of delivery.

The cartage charge for delivery in domicile of voluminous goods and goods which exceed normal length of carrying stock is calculated according to the weight (*i.e.*, actual weight, plus 50 per cent.) on which rail transport is reckoned, a minimum charge as for 100 Kg. being made. Delivery at domicile, save as hereafter described, is carried out during the following periods:—From 1st April to 30th September, from 7 a.m. to 9 p.m., and from 1st October to 31st March, from 8 a.m. to 9 p.m. Goods carted for delivery are deposited according to the consignee's directions before the doors of shops, in the same places as are defined for the collection of goods. Carters will, in addition, on demand of consignee, place, in the latter's cellar, goods destined for his private consumption, an extra charge (already specified) for this service being payable direct to the carter. In localities where cartage is organised, delivery at domicile of consignments of Express Goods takes place immediately after the arrival of the trains during the hours fixed by the general regulations as above, within a radius of 3 Km. from the station, and also throughout the whole extent of the radius provided

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

Belgium—*continued.*

for each locality. Express packages arriving outside the hours fixed by the general regulations are not delivered at domicile until the next morning during the first hour. The sender may, however, insure immediate delivery of such parcels by making a request to that effect on the way-bill or on the address of the package. The special delivery fee to be prepaid by the sender is already specified. In localities where a cartage service is not organised, delivery of Express Goods at domicile is limited to packages of 15 Kg. to be delivered within a radius of 3 Km. from the station

500. Increased cartage charges under exceptional conditions.

Prepaid packages of 5 Kg. and under may, on demand in writing from the sender be delivered in domicile by Express messenger on payment of supplementary fee defined and applicable beyond the radius of 3 Km. from the station and beyond the limit of ordinary cartage. This fee is distinct from the fee to be collected for delivery after 9 p.m., and the railway company may require a deposit in respect of it. When the sender has not asked on the way-bill that the goods shall be delivered in domicile by special messenger, packages of Express goods of 5 Kg. and less and prepaid by means of adhesive stamps, to be delivered outside the limit of the free express delivery are treated as regards delivery like prepaid packages of 5 Kg. and less under Fast Goods tariff. Consignments of express goods addressed "Bureau Restant" capable of being delivered at domicile are, on demand of the consignee, delivered during the hours fixed by the general regulations immediately upon receipt, at the station, of the request for delivery. Prepaid packages of Fast Goods of 5 Kg. at most, destined to a locality where the cartage service is not organised, are delivered at domicile without special fee within a radius of 3 Km. from the station. Beyond this distance and for packages destined for a place situated outside the area served by carters, the railway companies reserve to themselves the power of announcing the arrival of the package by means of a notice sent to or delivered at domicile through post, no fee being charged for such notification.

501. Cartage service on Sundays and holidays.

No goods are collected by the State railway on Sundays, nor on the days of Ascension, Assumption, All Saints, or Christmas. Delivery of goods is, as a rule, suspended on those days during the whole day, except for Express parcels.

GERMANY.

502. Organisation of cartage arrangements.

The general regulations provide that the railways may, when they deem it advisable, engage carters to collect and deliver goods in places where stations are situated, or to and from remote localities. The carters are held to be railway employees.

In case of Express Goods the railways are empowered to send an advice note instead of delivering the goods by carter. If, in case of goods destined for a place not on the railway line or for a station where goods traffic is not organised, no arrangements have been made for their further transmission by the railway authorities the railway must, if measures for their immediate forwarding have not been taken by the sender or consignee, either send notice to consignee in accordance with the regulations or forward the goods through a carter or by other means to the place of destination at the expense and risk of the sender. As regards delivery of goods it is provided that, in so far as the unloading of goods from wagons, in pursuance of the general regulations or of the tariff under which they are carried or in accordance with a special arrangement, is performed by the railway, the latter decides whether the goods so unloaded are to be delivered at the consignee's house or whether an advice of arrival is to be sent to him. In stations for which goods are delivered to consignees the fact must be announced by notices posted in the despatching stations. In the case of Fast Goods carried on the Imperial Prussian Railway, provided extraordinary circumstances do not make a longer period unavoidable, delivery at consignee's house must be effected within six hours after arrival. This period does not include Sundays and holidays from 12 o'clock noon, and working days from 6 p.m.

503. Cartage service on Sundays and holidays.

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

Germany—*continued.*

to the commencement of the working hours of the following day. Fast Goods are, however, only delivered from stations announced by the railway authorities. In notices the delivery charges must also be announced. Consignees who desire to fetch their goods themselves or who wish to employ a carter other than the one employed by the railway must intimate this in writing to the goods office in good time—at any rate before the delivery of the goods and (on demand of the goods office) with credible attestation of their signatures. The permission to consignees to fetch their goods themselves, or by a carter other than the one employed by the railway, may be curtailed or withdrawn by the railway in the interests of general traffic, and with the consent of the State Supervising Authority. Goods are delivered on payment of any freight or other charges that may be payable on them in return for an acknowledgement of receipt of them. Further declarations, in particular as to receipt in good order or punctual receipt, may not be asked for by the railways.

504. Cartage charges for slow and fast goods in Berlin.

The following are the rates of cartage in Berlin:—

(*a*) For conveyance from the station to the house or to the place of business of consignee—

—	Up to 50 Kg.	From 51 Kg. to 100 Kg.	For each remaining 50 Kg. or part thereof.
	Pf.	Pf.	Pf.
Slow Goods, ...	30	40	15
Fast Goods, ...	60	80	30
Bulky Goods, ...			
Fragile Goods, ...			

(*b*) For conveyance from house or place of business of consignee to the stations, 5 Pf. is added in each case to the figures shown for delivery of goods.

505. Increased charges under exceptional conditions.

(*c*) For carrying goods in a house to or from the first, second, etc., storey, or placing goods in a cellar, or removing them therefrom (when they can be carried by one man), a supplementary charge of 10 Pf. is made for each 50 Kg.

506. Cartage charges for slow and fast goods in the Provinces.

At all other large stations cartage is organised and the charges for collection or delivery are generally—

—	Up to 50 kg.	For each remaining 50 kg. or part thereof.
For slow goods, ...	25 pf.	15 pf.
For fast, bulky, and fragile goods, .	50 pf.	30 pf.

HOLLAND.

507. Organisation of cartage arrangements.

Railways are empowered to collect Fast and Slow Goods on request of consignor, and to deliver goods at consignee's address if a request be made on the way-bill to that effect. Parcel goods, both Slow and Fast, may be delivered officially by the railway unless the sender through some entry on the way-bill (*e.g.*, "Station Restante") expresses the wish that the goods be collected by the consignee.

508. Cartage charges for fast and slow goods.

The charge for collecting and delivering Fast and Slow Goods is stipulated in the tariffs, and, under ordinary circumstances, may not exceed for each operation 5 cents. per 50 Kg., with a minimum per consignment of 30 cents. for delivery and of 50 cents. for collection. The railways make known in their tariffs, in what places and for what charges they undertake the collection and delivery of goods. Goods

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

Holland—*continued.*

in wagon-loads are only collected or delivered by the railway by special agreement with the latter.

The following are the actual rates charged for cartage at some of the larger railway stations:—

Collection and delivery of Fast and Slow goods—

	Collection and Delivery.
Amsterdam (Central), Apeldoorn, Arnhem, The Hague, Helder, Leyden, Nijmegen, Rotterdam and Utrecht.	0.03 Fl. per unit of 50 Kg. (fractions of unit reckoned as whole), with minimum of 0.15 Fl. per consignment.
Haarlem, . . .	Per consignment of 150 Kg., 0.15 Fl. Above the same per 50 Kg., 0.05 Fl.
Alkmaar, Hilversum and Naarden Bussum.	Per consignment of 100 Kg., 0.10 Fl. Above same per 50 Kg., 0.05 Fl.
Schiedam, . . .	Per consignment of 150 Kg., 0.12 Fl. Above same per 50 Kg., 0.04 Fl.

Special arrangements with senders or receivers of goods as regards collection and delivery at a lower rate than that of the published general tariff may be made for the cartage of large quantities or by subscription, provided that under similar circumstances the same favourable conditions are granted to everybody.

509. Increased cartage charges under exceptional conditions.

In exceptional circumstances, such as the difficulties of conveyance owing to ice or storm during transit by water or through snow or frost during transport by land, railways are entitled to raise their existing collection and delivery tariff, but to not more than double the existing amount, and may wholly or partially suspend the collection and delivery of Fast and Slow goods during the time such exceptional circumstances are prevailing. The railways undertake collection and delivery only in so far as their means permit. If they are not in a position to undertake the work notice is given accordingly to consignors and consignees. If prepaid consignments are in question, for which delivery charge has been paid by the sender, the amount so paid is refunded to him.

Applications for collection must be made in writing to the forwarding station on forms provided for the purpose and obtainable at stations. The application must state name of sender, place at which goods are to be collected, the number, description and contents of the packages, the approximate weight and destination. Apart from any special agreement between the sender of the goods and the railway Fast and Slow Goods, for collection of which notice has been handed in before 3 p.m., are fetched, at latest, in the course of the following day. Fast Goods are given precedence if this has any effect on the time of forwarding. Delivery of Slow Goods is effected in the order of their arrival and registration, and unless under peculiar circumstances, or under great pressure of traffic within twenty-four hours after arrival at station of destination. Fast Goods which arrive in the forenoon are, under like reservations, delivered on the same day, and those arriving in the afternoon are delivered during the forenoon of the following day. Collection and delivery of goods by the railway does not extend further than the built portion of the commune to which the station belongs, or than a radius of 3 Km. around the station, as a central point, as regards out-of-the-way places. Dwellings or business places which cannot be reached with horses and carts along hard carriage roads may be excluded from cartage service even within the foregoing limits. Articles of unusual dimensions or weight, dangerous articles, goods liable to breakage on account of their nature or manner of packing or subject to injury, and traffic loaded and unloaded by owners will not be collected

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

Holland—*continued.*

or delivered. Goods to be collected must be placed in readiness on a level with the ground and in close proximity to the public road or canal. If, on arrival of the cart or boat intended to collect them, the goods are not placed in readiness, the employees of the railway are empowered to take back the cart or boat, while the person at whose request it was supplied is bound to pay the fee for collection reckoned according to the goods which were to have been collected. Inspection of external appearance of collected goods and ascertainment of their weight takes place at the railway station. If on inspection it seems that the consignment does not comply with the regulations, notice of the fact is sent to the consignor, and the goods remain lying at the risk and expense of the sender until the regulations have been complied with or the goods taken back. In delivery, goods need not be brought further than the ground floor of the dwelling, store, or office of the consignee situated on a public highway or canal. Consignors and consignees must assist in loading and unloading of carts or boats when packages weigh more than 50 Kg. each. For carrying back to a station goods which, in consequence of incomplete address or refusal to accept, cannot be delivered, the sender is charged the rate of the usual delivery fee.

510. Cartage service on Sundays and holidays.

Collection and delivery of Fast and Slow Goods on Sundays and generally observed Christian holidays is in accordance with the regulations of the railways, although the law provides that, except it be otherwise ordered in exceptional cases by the Minister of Waterways, Commerce and Industry, they need not be. Consignees who themselves cart goods away, or who desire to employ for that purpose carters other than those appointed by the railway, must give notice in writing to the Goods Office in question in good time before the arrival of the goods, and on demand of the officials of the Goods Office supply trustworthy proofs of the genuineness of their signature. The competence of the consignee to cart away his goods himself, or through the agency of a third party may be limited or cancelled in the interest of general traffic with the sanction of the Minister of Waterways, Commerce and Industry. Railway authorities are empowered to have goods destined to a place not situated on the railway line conveyed to their destination by a carter or by any other agency they may choose, at the expense and risk of the consignor when no measures have been adopted for the direct further conveyance of them. The same rule applies to goods intended for railway stations which are not open for goods traffic. Railways are liable for persons whose services they employ in carting traffic undertaken by them.

DENMARK.

511. Organisation of cartage arrangements.

From stations where cartage is organised, parcel goods carried at Express rate and Fast Goods rate are delivered free within the fixed boundaries. For all other goods a cartage charge is made in accordance with the scale of charges posted up in the Goods Office of each station and to be produced by the railway company's carters on demand. Goods are deemed to be delivered when unloaded in front of consignee's house or warehouse and he has been notified of the fact. Goods which, on account of their nature, cannot be conveyed on ordinary carts with other goods and objects weighing more than 500 Kg. as well as goods which cannot be calculated to cover cost of cartage are not delivered by the railway.

When in a place where the railway has organised cartage a consignee desires to cart his own goods he must make a written application to that effect on a form supplied by the railway. The application must include all goods arriving for the consignee in question. In the case of large stations, the railway, after publication of a preliminary notice, may arrange that applications can only be received and cancelled quarterly on payment of a registration fee of 1 Kr. per quarter.

512. Cartage charges.

The average cartage charge is 25 Ore per 100 Kg.

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

COLLECTION AND DELIVERY OF GOODS BY RAILWAY—*continued.*

AUSTRIA AND HUNGARY.

513. Organisation of cartage arrangements.

The general regulations as to collection and delivery are practically identical with those applying to Germany.

When the railway collects or delivers goods the cartage fees must be notified in sending stations, and the carters must carry with them the tariff and show them on demand.

514. Cartage charges in Austria

The following are the rates of cartage in Vienna, Salzburg, Prague, and Krakau.

(*a*) Vienna.

To or from the Vienna (K.E.B.) station.

To or from the Districts.	FAST GOODS.			SLOW GOODS.			
	Kg.	26–50 Kg.	Every additional 10 Kg.	1–50 Kg.	51–100 Kg.	Every additional 100 Kg.	3,000–5,000 Kg. per 100 Kg.
	Heller.	Heller.	Heller.	Heller.	Heller.	Heller.	Heller.
VI., VII., XII., XIV., XV., XVI., ..	40	55	10	40	50	35	20
I. to V., VIII., IX., XVII., XX., .. (The postal delivery districts II. 6 and XVII./2 are excepted).	50	65	12	50	60	45	30
X., XI., XIII., XVIII., XIX., ... (The postal delivery districts XI./2, XVIII./5, XIII./7–10, XVIII/2–4, XIX/2–5, are excepted).	70	85	16	70	80	55	36

Austria—*continued.*

515. Increased cartage charge for certain commodities.

Consignments for 3,000 to 5,000 Kg. must be unloaded in one place and by the same party concerned.

For bulky goods, pianos and iron safes, the cartage charge is increased by 50 per cent.

516. Increased cartage charges under exceptional conditions.

Parcels of goods weighing not more than 50 Kg. each will be delivered in cellar or upper storey on payment of a supplementary charge of 10 H. per 50 Kg. begun, with a minimum charge of 20 H.

In case of Fast Goods there is no such charge.

(*b*) Rates between Salzburg Railway Station and the town of Salzburg (except Monchsberg, Kapuzinerberg and the districts of Müln, Nonnthal and Riedenburg):—

GENERAL TARIFF.	EXCEP. TARIFF.
Fast goods, stamped packages, Traveller's luggage, and express goods.	Dead calves, dead game, unpacked (except hares and game birds).
1–20 Kg.—10 Heller. For every additional 10 Kg. begun 5 Heller.	20 Heller each.
Minimum charge for a consignment—20 Heller.	—

(*c*) To and from Prague station and the following city and suburban districts:—

—	Fast goods.	Parcels per 100 Kg.	Bulky goods.	Wagon loads of 5,000 Kg. and upwards.
	H.	H.	H.	H.
Old town: Graben, Zeltnergasse, Untere Neustadt, Poric, Karolimenthal.	24	20	30	16
Upper New town (Obere Neustadt), Josefstadt, Oldtown, remaining districts.	28	24	36	20
Kleinseite, Bubna, Holesovic, Vysehrad.	30	26	40	22
Hradschin, Smichow, Pohorelec,	40	30	46	26
Royal Vineyards, Zizkov, ..	20	16	24	14
Alt. Lieven, ...	60	40	60	30

Austria—*continued.*

The minimum charge is:—

For Quick goods, 40 Heller; and for Slow Goods the charge as for 100 Kg.

For an additional charge of 10 Heller per 50 Kg. begun, parcels, at request of the party, will be delivered in cellar or on a storey higher than the ground floor.

(*d*) To and from Krakau Station.

—	Fast or Slow Goods per 100 Kg.
	Heller.
Between Krakau and inner town and suburbs on hither side of the Kanneliter and Starowislna-Gasse.	24
Other suburbs outside the same, ...	30

Parcels of 50 Kg. and under and capable of being carried by a man will be delivered in cellar or upper floor for a fee, in addition, of 10 Heller per 50 Kg. begun.

517. Cartage arrangements and charges in Hungary.

As regards Hungary, the only information available is that in large towns the delivery of parcel goods, only, is effected by Expediteurs on basis of a special tariff, particulars of which were not given.

LIABILITY OF RAILWAYS.

FRANCE.

518 Compensation for delay in transit.

519. Limit to compensation under certain tariffs and conditions.

Delay to traffic beyond the fixed conveyance time limits does not entitle a Consignee to compensation when he suffers no loss, but when such delay has been prejudicial he is entitled to integral damages. The Commercial Code defines that a railway company owes no reparation for loss beyond what can be judged intrinsically.

In some exceptional cases the French railways have fixed a maximum compensation for which they may be held liable in event of delay in transit. Tariffs made for produce brought into Paris markets by special trains contain a clause under which delays

LIABILITY OF RAILWAYS—*continued.*

France—*continued.*

of less than 12 hours in transit render the railways liable for indemnities which, in the case of the Nord line, for example, are limited to one-third of the freight for a delay of from 3½ to 4½ hours, two-thirds of the freight for a delay of from 4½ to 5½ hours, and the full amount of the freight for a delay exceeding 5½ hours. The full rights of sender and consignee are reserved when a delay of such traffic exceeds 12 hours.

520. Extent of liability of railway in internal transit.

Under a law dated 14th March, 1905 (known as "Rabier's Law"), amending article 103 of the Commercial Code, any variation by any Convention of the responsibility imposed by that article on carriers in general, and railways in particular, as to loss or damage of goods carried, is prohibited. The original effect of Article 103 had been greatly modified in the course of time by Judicial and Ministerial Decrees, and railways, through the operation of indemnifying conditions attached to special tariffs, had practically freed themselves from liability except in cases of proved wilful negligence, in respect of traffic carried under those tariffs. The prohibition contained in "Rabier's Law" is formal, and under it railways are forbidden to stipulate in advance in any freight bill or other document that they will not be responsible for loss or damage of any goods entrusted to them for conveyance. Neither may they do it, generally, by their published rates, nor by private agreement with any particular Consignor. The law applies to all interior transit and extends to conveyance by cart as well as transit on inland waterways, but excludes sea transit. Any agreement modifying responsibility between Carrier and Owner of traffic or contained in the conditions of a duly confirmed rate in existence at the passing of the Act of 14th March, 1905, was thereby annulled. The law, however, admits of a Carrier entering into a contract limiting the amount of liability for indemnity in case of loss or damage.

521. Onus of proof in case of loss or damage to goods.

A railway, in order to establish irresponsibility, must now prove by precise facts that loss or damage of goods really resulted from inherent properties in the goods, from superior force, or from fault of the Consignor.

BELGIUM.

522. Compensation for delay in transit.

Under Article 3 of the Transport Law of 1891 a carrier is responsible for the arrival within regulation time limits of goods to be carried, except in the case of accident or overwhelming circumstances, and, under Article 34 it is provided that the fact that traffic has exceeded normal proportions will be considered a case of overwhelming circumstances. General regulation No. 26 of the Belgian State Railway provides that, in case of delay in transit, the indemnity payable by the railway is limited to one-fifteenth of the cost of transit per day of delay with a minimum of 50c., and provided that the amount of the indemnity does not exceed the amount of the cost of transit, and that the owner of the goods shall not be obliged to furnish proof of loss. When the delay affects only a portion of a consignment the indemnity is reduced *pro rata* to the portion delayed. If delivery does not take place within the fortnight following the expiration of the time allowed for conveyance the sender or consignee is entitled to the indemnity provided in case of loss of the goods.

523. Onus of proof in case of loss or damage to goods.

Under Article 4 of the Transport Law a Carrier is answerable for damage or loss of goods if he does not prove that the damage or loss arose from some extraneous cause that cannot be imputed to him.

Under Article 40 of the Transport Law the party concerned retains his right to indemnity for injury under the Common Law if he proves that losses or damage to goods did not result in special circumstances which justified the railway in declining responsibility even in cases where under Articles 37, 38, and 39 the liability of the railway is limited and certain risks dealt with under heading of "Non-liability of Railways" are imposed on owners of goods.

LIABILITY OF RAILWAYS—*continued.*

Belgium—*continued.*

524. Extent of liability of Railway in internal transit.

General Regulation No. 26 of the Belgian State Railway provides that in the event of total or partial loss the railway reimburses the value of the articles lost in accordance with the commercial price current at the time in the place of *consignment*, and also the expenses of transit and Customs incurred for the goods not delivered.

In the event of damage, the railway pays the integral amount of the depreciation. It also surrenders the expenses of storage and of a second delivery at domicile involved by a demand by the consignees for counter verification by the railway of consignments deliverable at domicile.

525. Liability of contracting Railway in case of through booking.

Under Article 5 of the Transport Law a Carrier guarantees the action of an intermediate Carrier to whom he hands goods to be conveyed, but Article 34 provides that the tariffs or regulations cannot modify for the benefit of the Railway Authorities the conditions and extent of the responsibility laid upon them except in the case of international transports respecting which the Belgian Railway Authorities are free to stipulate that they shall not be held liable for events occurring outside their country except within the limits in which foreign railway authorities are similarly bound.

526. Interest in delivery of goods.

Under Article 41 of the Transport Law a Consignor is at liberty to estimate when handing in goods and on payment of a proportionate fee, an interest in delivery (*i.e.*, an estimate of the injury that would be sustained if goods were lost, damaged, or delayed. In case of loss, damage, or delay he has the right not only to the ordinary indemnity, but to damages up to the amount of his declaration of interest provided he establishes the fact of injury.

527. Fees payable in respect of interest in delivery

General Regulation No. 26 of the Belgian State Railway fixes the supplementary fee payable in respect of declaration of interest in delivery at Fr. 1 per consignment and per indivisible sum of 500 Fr. If the declared estimate exceeds the injury really suffered the indemnity is reduced to the amount of the latter.

528. Limit of compensation under certain tariffs and conditions

Under Article 44 of the Transport Law the railways have the power to offer the public special tariffs at reduced rates, fixing a maximum indemnity payable by the railway in the case of loss or damage. The application of such special conditions must be accepted expressly or tacitly by the Consignor.

Article 45 of the Transport Law provides that, notwithstanding any stipulations limiting the liability of the railways, the amount of compensation is regulated by the Common Law where the cause of the damage was a fraud or fault of the railway or its agents.

Under regulation applying to special tariff No. 10 (Class A.), which relates to products, etc., destined for Exhibitions, either private or Governmental, and carried at reduced rates it is provided that in consideration of the reduced rate the indemnity to be paid by the railway in case of failure to carry out the transport contract is limited in case of loss or damage to one-half the indemnity which might be due in accordance with the terms of general regulations.

GERMANY.

529. Compensation for delay in transit.

The railways are responsible for loss incurred through non-observance of conveyance time limits unless the delay be due to an occurrence which was neither caused nor could be prevented by the railway. If compensation is to be paid for non-observance of conveyance time limits the following indemnities may be claimed without proof of detriment, provided the delay exceeds 12 hours.

Delay up to 1 day, inclusive,	.	1/10th	of freight.
,, ,, ,, 2 days,	,,	2/10ths	,, ,,
,, ,, ,, 3 ,,	,,	3/10ths	,, ,,
,, ,, ,, 4 ,,	,,	4/10ths	,, ,,
For a greater period,	.	5/10ths	,, ,,

and, when detriment is proved, the amount of loss up to the total sum of the freight may be claimed.

LIABILITY OF RAILWAYS—*continued.*

Germany—*continued.*

If "interest in delivery," described hereafter, has been declared, then the following increased indemnities are payable without proof of detriment, should the delay exceed 12 hours:—

Delay up to 1 day, inclusive,	.	2/10ths of freight.
,, ,, ,, 2 days, ,,	.	4/10ths ,, ,,
,, ,, ,, 3 ,, ,,	.	6/10ths ,, ,,
,, ,, ,, 4 ,, ,,	.	8/10ths ,, ,,
For a greater period,	.	The entire freight.

and, when detriment is proved, the amount of the total loss can be claimed.

In both of these cases the amount of the indemnity may not exceed the amount of interest declared. If the railway proves that no detriment has been suffered owing to the delay, then no compensation is paid.

530. Extent of liability of railway in internal transit.

531. Onus of proof in case of loss or damage to goods

The railway is liable (except as provided under heading relative to "Non-liability") for injury whether by loss, diminution, or damage of goods occurring during the time between their acceptance and transit, and until delivery, unless the injury be caused by a fault or instructions of the owner not to be imputed to the railway, or by superior force, or defects in packing not visible, or by the nature of the goods themselves—particularly by internal decay, diminution, or ordinary leakage. If a place not situated on the railway is named on the way-bill as place of destination then the liability of the railway as carriers extends only to the last railway station. In the case of such consignments to remote places where, however, the railway has made arrangements for their further transit the railway's liability extends over the entire transport.

If compensation is to be paid by the railway on the transport contract for total or partial loss of goods, the current commercial value, or, in the absence of that, the current value is to be estimated of goods of the same nature and quality in the place whence the goods were forwarded and at the time when they were accepted for transit, plus the sum already paid for duty and other expenses, and also for freight. Goods are regarded as lost without any further proof when their delivery is delayed more than 30 days after expiration of conveyance time limit.

In the event of damage to goods the depreciation to value arrived at as above described, is to be compensated. If, however, the goods have been carried under a special tariff limiting the amount of the railway's liability, then the amount of compensation to be paid must be correspondingly reduced.

Release from liability may not be claimed by the railway on the basis of non-liability regulations if the damage was incurred through the fault of the railway.

If detriment is caused by deliberate or gross carelessness on the part of the railway, then compensation for the total detriment may be claimed in all cases.

532. Liability of contracting railway in case of through booking.

The railway which accepted goods with way-bill for transit is responsible for the carrying out of the transit even on other railways until the goods are delivered to the Consignee. Every railway following, in accepting the goods with the original way-bill, thereby enters into the freight contract and undertakes the same responsibility to carry out the transit of the goods according to the contents of the way-bill.

533 Interest in delivery of goods fees chargeable therefor and compensation in case of loss, &c.

A sender may declare interest in delivery in the way-bill, in which case an additional charge is levied at the rate of 2·5 Pf. per Km. for every 1,000 Marks of the amount declared as interest calculated in indivisible units of 10 Marks and 10 Km. each—with a minimum payment of 40 Pf. for the whole journey. If in accordance with any special tariff the amount of compensation is limited to a maximum sum no declaration of interest in excess of that sum may be made. If a declaration of interest in delivery has been made, then, in the event of loss, diminution, or damage of the goods, there may be claimed in addition to ordinary compensation an indemnity for further damages up to the amount declared.

LIABILITY OF RAILWAYS—*continued.*

Germany—*continued.*

534. Limit to compensation under special tariffs and conditions.

Railways may, under special tariffs, fix the maximum amount of compensation in case of loss, diminution, or damage, provided the special tariffs show a reduction in carriage rates on the usual railway tariffs, and provided the same maximum amount applies to the whole distance, but in case of deliberate or gross carelessness of the railway such limitation does not apply.

HOLLAND.

535. Compensation for delay in transit.

Railways are responsible for the damage resulting from exceeding the "delivery" (or conveyance) time limits unless they can show that the delay was caused by superior force or peculiar circumstances not due to the railway, its officials, or employees. By acceptance of the goods by a Consignee or by a person authorised by him, and by payment of cost of carriage, all claims for exceeding conveyance time limits are cancelled if they are not made within eight days after delivery or after payment of cost of carriage. Compensation is paid by the railway for exceeding conveyance time limits without proof that damage has been caused by the delay (*a*) in the case of Slow goods when the delay amounts to more than one to three days, one-fourth of the freight; more than three to eight days, one-third of the freight, and more than eight days, one-half the freight. (*b*) In the case of Fast goods, when the delay is more than twelve to twenty-four hours, one-fourth of the freight; more than one to three days one-third of the freight, and more than three days one-half of the freight. (*c*) In the case of parcels delivered at domicile, when the delay exceeds six to twelve hours, one fourth of the freight; twelve to twenty-four hours, one-third of the freight, and more than twenty-four hours one-half of the freight. If larger compensation is demanded by a claimant he is bound, on demand of the railway authorities, to prove the injury actually resulting from the delay in conveyance. The amount of compensation to be paid in such a case is fixed in proportion to the damage proved, care being taken that the maximum amount to be paid is—(*a*) when interest in delivery is declared, the sum declared; (*b*) when there is no declaration of interest in delivery and the delay is not more than twenty-four hours, one-half the freight, and if it is more than twenty-four hours, the whole of the freight. When the railway or its officials or employees have designedly acted wrongly the limitation of liability for delayed transit to the maximum mentioned above cannot be invoked.

536. Interest in delivery of goods, and fees chargeable therefor.

When interest in delivery has been declared, the railways are entitled to charge in addition to the freight, a premium at the rate of one cent for every 10 Fl. of the sum declared, counted by units of 10 Fl., for the first 150 Km. or part which the goods are carried by each railway or tariff union, one half cent for the next 225 Km. or part travelled, and one half cent. for every further 375 Km. or part, with a minimum charge of 10 cents, amounts being rounded off to the five cents above.

537. Extent of liability of railway in internal transit and onus of proof in case of loss or damage.

Except as provided under heading of "non-liability" railways are responsible for the damage suffered through loss or injury of goods from the time when they were accepted for conveyance or the transport contract was entered upon until the delivery of the goods, in so far as they do not show that such loss or damage has occurred through superior force or on account of the nature of the goods themselves, such as through internal decay, shrinkage, ordinary leakage, and the like, or through imperfect packing, not visible outside, or through the fault or neglect of the sender or his carter. The liability of the railways for loss or damage of goods, before a way-bill has been stamped is not hereby modified in so far as it is based on legitimate grounds. Goods not delivered within four weeks after expiration of conveyance time limits are regarded as lost.

If goods are accepted for a destination not on the railway, or a connecting railway, then the railway is not liable for the entire conveyance, but only for transport to the point where the goods leave the railway line, but when a railway has an organised

LIABILITY OF RAILWAYS—*continued.*

Holland—*continued.*

system of cartage and delivers the goods to such places, it is liable for throughout conveyance to destination.

If in consequence of the foregoing conditions railways become liable to payment of compensation the latter is governed by the following principles:—For total or partial loss, in calculating the amount of damage the basis taken is the commercial value of the goods for which compensation is claimed, or, in default of this, the value which goods of the same kind and quality would have had at the time and place of acceptance of the goods for transit by the railway, the amount of dues, expenses or Revenue Duty not paid in consequence of the loss being deducted.

538. Limit to compensation under certain conditions.

In calculating compensation the value may not be set higher than 60 cents per Kg. gross weight accepted, unless a higher value is expressly declared in writing on the way-bill. In the case of a higher value being declared the sum so declared constitutes the maximum of compensation to be paid. In such cases the sender pays in addition to the ordinary freight a premium of 1/10th per 1,000 of the value declared for every 100 Km. or part thereof which the goods have to travel in local or direct traffic, with a minimum of 10 cents, the amount to be calculated evenly to the next five cents above. In the event of *damage*, the depreciation in the value of the goods caused thereby is compensated as follows:—(*a*) To the full amount if the value of the goods ascertained in the manner already described is less than or equal to 60 cents per Kg. gross weight or higher declared value, and (*b*) if the value of the goods is greater than 60 cents per Kg. gross weight or the higher declared value the compensation shall only amount to the same proportion of the diminution in value as the maximum of 60 cents per Kg., or the higher declared value bears to the ascertained commercial value. When the railway, its officials, or employees have designedly acted wrongly, then the limitation of liability to normal indemnification or to the declared value of the goods cannot be invoked.

539. Liability of railway in case of through booking.

If the Railway Authorities accept goods with a way-bill in accordance with which the journey must be made over different railways connected with each other, the carriers for the whole journey are not the total number of authorities of the railways which have taken over the goods with the way-bill, but only those of the first railway, and the railway which last undertook to convey the goods with way-bill, are liable. The authorities of intermediate railways are only held accountable when it is proved that the damage for which compensation is claimed occurred on their lines.

Exemptions from liability stipulated under heading of "Non-liability" (given hereafter) do not apply if it is proved that the damage arose from a fault of the railway or its staff.

DENMARK.

540. Compensation for delay in transit.

The railway is responsible for any damage due to the conveyance time limits being exceeded, unless they can prove that the delay was caused by circumstances beyond their control. If the time limits are exceeded a refund of half the cost of carriage may be demanded without proof of loss being shown. If loss is proved, then a refund of the total cost of carriage can be demanded. Should interest in delivery have been declared by the sender a refund of the total amount of carriage can be demanded when time limits are exceeded without submitting proof of loss, and if loss is proved, full compensation can be demanded, but in neither case is the indemnification to exceed the declared amount of interest in delivery. Claims for compensation for late delivery are not entertained unless made at latest within seven days after the date of receipt of goods.

541. Interest in delivery of goods and fees chargeable therefor.

When the way-bill contains a declaration of interest in delivery of the goods indemnification in respect thereof must be paid by the railway company if total or partial loss or damage of the goods occurs, such compensation for loss of interest to be in addition to the ordinary compensation for loss or damage. This additional indemnification must not, however, exceed the amount declared in the way-bill. A fee, in addition to the freight, is charged on declaration of interest in delivery at the rate of one-half per cent. on the declared amount for every 200 Km. or part thereof of the journey, with a minimum charge of 40 Ore.

LIABILITY OF RAILWAYS—*continued.*

Denmark—*continued.*

542. Extent of liability in internal transit and onus of proof in case of loss or damage.

Except as provided under heading of "Non-liability," railways are responsible for total or partial loss or damage of goods from the moment they have received them for conveyance until delivery has taken place. They can only be freed from this responsibility by proving that the damage has been caused by the fault of the owner of the goods, by an order from him for which the railway is not responsible, or by the natural condition of the goods, especially inner decay, diminution, or ordinary leakage, or by superior force. When goods are destined for a place not on the railway the latter's responsibility stops at the last railway station.

When a railway is obliged under the foregoing conditions to give compensation for total or partial loss of goods it is calculated according to their ordinary value in trade, or in lieu thereof according to the usual value which goods of the same kind had in the place from which they were despatched at the time of handing in for conveyance, and the railway must also recoup the owner any sums previously paid by him for Customs Duty, as well as for carriage. If goods are not delivered within 30 days after expiration of conveyance time limits the owner is entitled to consider them lost without giving further proof. In a case of damage the railway must pay full compensation for the decrease in value which the goods have sustained.

Notwithstanding any limitations of a railway's liability compensation for full damage (including loss of interest in delivery) can be demanded in all cases where the damage has been done wilfully or by gross negligence on the part of the railway.

AUSTRIA AND HUNGARY.

543. Regulations same as in Germany.

MEM.—The text of the regulations as to liability of railways is precisely the same for Austria and Hungary as for Germany. In the paragraph of the latter dealing with fees for declaration of interest in delivery, for "Marks" and "Pfenninge" read "Kroner" and "Heller" in applying it to Austro-Hungary.

NON-LIABILITY OF RAILWAYS (i.e., "OWNER'S RISK.")

FRANCE.

No liability attaches to railways for loss or damage of goods in interior transit arising from:—

544. Inherent defects in goods.

Inherent defect in the goods, *i.e.*, when the damage arises from a defect or fault in or of the goods or from *a cause belonging to their very nature* without there being any blame on the carrier, or when deterioration is due to a germ contained in the goods, to fermentation, to spontaneous combustion, to damp, rust of steel or iron castings, to leakage of liquids through defective stopping or to bad quality of casks (porous wood, insufficient hooping; etc.).

545. Unavoidable accidents.

Act of God and chance accident which may be assimilated and are taken to consist of events that the most vigilant human foresight cannot prevent or foresee, *e.g.*, inundation, snowdrifts, damage arising from intense or unseasonable frost, accidental burnings, and robbery with violence. This latter does not include ordinary theft, which is considered as a want of surveillance by the railway company.

NON-LIABILITY OF RAILWAYS—*continued.*

France—*continued.*

546. Consignor's fault.

547. Loading and unloading by owner.

548 Defective packing.

549. Special method of transport requested.

Sender's fault, the chief cases of which may be grouped, as regards goods, under three heads: viz.:—(*a*) damage occurring before a railway takes charge of goods, for the ascertainment of which the railway has the right to examine goods on being handed in, but the carrier cannot use this pretext to decline in advance all responsibility and dispense himself from giving all care to the goods because they have been already damaged; (*b*) the consignor is solely responsible when it is proved that damage has arisen from loading or unloading undertaken by him or the consignee or when it results from insufficient packing.

(*c*) And the sender must also assume risk if loss or damage arises from special method of conveyance asked for by him, *i.e.*, disordered or loose packing, transport in open wagons when a closed one should be used.

BELGIUM.

550. Unavoidable accidents.

No indemnity is due by a railway even in the event of insurance if loss, damage, refusal, or delay is the result of accident or overwhelming circumstances or due to any extraneous cause which cannot be imputed to the administration.

The railway companies are not answerable either for loss or damages nor for the risks to which are exposed, during the journey:—

551. Goods in wagons sealed by sender or in open wagons.

Goods contained in wagons travelling under the seal of the sender, provided the seals are intact.

Objects placed in vehicles carried and goods which, on the formal written request of the sender, are carried in uncovered wagons though the regulations provide that they shall be loaded into a closed wagon or one covered with a tilt.

552. Goods accompanied by sender or his agent.

Goods which, in accordance with the regulations or agreement, are convoyed by the sender or his employees.

553. Inherent defects in goods.

Goods considered to be subject to damage by reason of their own nature or from the mere fact of being transported by rail, and which comprise marble or stone in slabs, crystals, goblets, glass, crockery and porcelaines, stoneware pipes and pottery, and pipes, gutters, and pottery in terra cotta unpacked, fresh meat and hides, fresh fish, eggs, fresh fruit and vegetables, ice, greasy rags and greasy cotton waste and all products subject to spontaneous combustion, explosion, or decomposition, in particular the railways are not answerable for rust or the oxidisation of metals.

554. Defective packing.

Goods which, at the formal request of the sender, are carried without packing or with insufficient packing when, by reason of their nature, they should be properly packed.

555. Goods unloaded by consignee.

The railway is not answerable for damages, or for missing packages or short weight of goods unloaded by a consignee if they have been loaded by the sender without supervision of the railway staff, unless such deficiency has been pointed out to the agent of the railway at the moment of unloading or when the wagon was delivered to the consignee. Counter verification by the railway should be demanded before the unloading has been commenced, it being understood that in the case of freights placed at the request of consignee on the thoroughfares of quays or docks in port towns, the counter verification cannot take place unless the unloading is effected within the regulation period provided by the tariff, or at the very least on the day on which the wagons were put in position.

556. Waste in weight of certain defined goods.

The railway companies claim an allowance of 2 per cent. for waste on the road in the weight of liquid goods or goods delivered in a moist state, as well as in the case of the following dry goods:—liquorice wood, dye woods—grated or ground, barks, fruits, hops, hard oils, roots, soaps, fresh tobacco—in leaves, chop tobacco, horns, leather, furs, fats, wool, hoofs, bones (whole or ground), hides, dried fish, tendons of animals, and fresh putty. An allowance of 5 per cent. is required for coke and of 1 per cent. for all other dry goods. When several packages are entered on the same way-bill the allowance is calculated separately

NON-LIABILITY OF RAILWAYS—*continued.*

Belgium—*continued.*

for each of them unless the weight cannot be ascertained. The allowance is not made if the party concerned proves that the waste did not arise from the nature of the goods.

557. Goods stored in the open air.

The railway undertakes no responsibility as to total or partial loss or injury from fire, theft, or other cause, of goods stored in the open air whether due or not to the working of the railway.

GERMANY.

558. Defective packing.

The sender of goods is responsible for declared defects in packing and for defects not visible outside and must not only suffer loss caused thereby, but, should it so happen, make good in addition loss caused thereby to the railway. If a declaration has not been made, the sender is held responsible for visible defects in packing, only when found guilty of sharp practice.

559. Conveyance in open wagon.

The railways are not liable when by regulation or agreement made in the way-bill with the consignor goods are forwarded in open wagons and injury arises from that mode of travel, but this does not include excessive loss of weight or the loss of whole parcels.

560. Goods covered by consignor.

When at sender's request the covering of goods is left to him, the railway is not liable further than in the case of transit by open wagons, even in case of goods which, according to the tariff applied, should not be forwarded in open wagons.

561. Absence or insufficiency of packing.

When goods requiring protective packing are under declaration by sender on way-bill handed in for transit unpacked or insufficiently packed and damage arises from risks attaching to absence or insufficiency of packing.

562. Loading and unloading by owner.

When the sender or consignee undertakes the loading or unloading of goods and damage arises from risks attaching to loading or unloading or insufficient transfer of loads.

563. Inherent defects in goods.

When goods, on account of their peculiar nature, are liable to special risk of total or partial loss or to injury, particularly through breakage, rust, internal decay, extraordinary leakage, drying up or spilling, and damage arises from this risk.

564. Waste in weight of certain defined goods.

In the case of goods which by reason of their nature regularly suffer loss of weight during transit, the liability of the railway for loss of weight is excluded up to the following limits, viz.:—2 per cent. in the case of fluid and moist goods and of certain dry goods, such as roots, cut tobacco, soaps, fresh fruit, wool, skins and hides, hops, etc., and 1 per cent. in the case of dry goods not specially designated. The exclusion of liability does not come into effect if the loss is not caused by the nature of the goods or if the standard adopted does not correspond to the nature of the goods or other circumstances of the case. In the event of the total loss of the goods, no deduction is made for loss of weight.

565. Free return conveyance of damaged cast iron goods.

When cast-iron goods or cast-iron parts of other goods which, under sender's declaration in the way-bill, are sent unpacked or insufficiently packed and are damaged during transit, the damaged portions will, at request of sender or consignee, be returned to sending station, carriage free, provided interest in delivery is not entered. The request for free carriage is to be entered on the way-bill.

566. Goods accompanied by sender or his agent.

When goods are under regulations, tariff or agreement with sender, accompanied by an attendant, and damage arises from risks which the presence of the attendant is meant to obviate.

567. Circumstantial assumption of cause of damage.

The circumstances being taken into account, if damage sustained could have arisen from one of the six dangers mentioned above, it is assumed that it arose from that danger.

568 Restricted goods incorrectly described by sender.

If objects which are excluded from transit or are only accepted for transit under certain conditions are handed in under incorrect or inexact descriptions, or if precautions for the safety of such articles are not taken by the sender, then the liability of the railway under the terms of the transport contract ceases.

NON-LIABILITY OF RAILWAYS—*continued.*

HOLLAND.

Railways are not liable—

569. Conveyance in open wagon.

As regards goods sent in open wagons for injury arising from risk connected with that mode of conveyance. The tariffs show what goods are carried in open wagons (for which a lower rate is charged) and the consignor is deemed to be satisfied with such mode of conveyance when he does not expressly demand in an entry on the way-bill the conveyance of his goods in a closed wagon or wagons covered with tarpaulins. (The railway in the latter case is entitled to apply a higher rate than that stipulated in the tariff). When goods which would otherwise be carried in covered wagons are, in accordance with a special agreement, carried in open wagons, then obvious diminution in weight or the loss of whole packages cannot be considered as arising from the risk attaching to this mode of conveyance.

570. Absence or insufficiency of packing.

As regards goods which, notwithstanding that their nature requires that they should be protected against loss or damage by means of proper packing during transit, are sent unpacked or insufficiently packed in accordance with a declaration in the way-bill by the sender, the railway is not responsible for damage arising from the risk attaching to want of packing or to insufficient packing.

571. Loading and unloading by owner.

In the case of goods which, in consequence of tariff conditions or agreement with the sender, are loaded by the latter and unloaded by the consignee, the railway is not responsible for damage arising from the risk attached to loading and unloading or to defective or unsuitable loading. The consignor and consignee are, on the other hand, accountable for the damage which, in consequence of or at the time of loading, may have been inflicted on the railway's rolling stock.

572. Inherent defects in goods.

As regards goods which, from their nature, are exposed to the risk of being wholly or partially lost or of being damaged, especially through breakage, rust, internal decay, extraordinary leakage, spontaneous combustion, etc., the railways are not liable for the damage arising from that risk. They are therefore not liable for (*a*) damage to dangerous articles, such as sulphuric acid, aqua fortis, and other corrosive or easily inflammable stuffs; (*b*) breakage of fragile goods, such as fragile furniture, glass, iron castings, stone pitchers, empty and full, bottles and glass, carboys, loose loaf sugar, cheeses, etc.; (*c*) ordinary leakage, that is to say, the drainage of liquids through the joints or other openings of casks without external injury; (*d*) the spoiling of liquids or other substances which ferment easily or are liable to decay or to suffer by frost or heat; (*e*) the rusting of metals; (*f*) the diminution of weight of fresh or salt fish, oysters, fruit and vegetables.

573. Free return conveyance of damaged cast-iron and lead goods.

Unpacked iron castings and unpacked lead goods damaged during transit are, if the consignor or consignee requests it, sent back gratis to the forwarding station. Similarly the carriage is free of pieces sent by the consignor to replace damaged iron and lead goods.

574. Goods accompanied by sender or his agent.

In the case of goods sent under escort the railway is not responsible for damage arising from the risk which the presence of the attendant was meant to obviate.

575. Circumstantial assumption of cause of damage.

In all the foregoing cases it is assumed that the damage which could arise from a risk for which the railway is not responsible arose actually from such risk unless the contrary is proved.

576. Waste in weight of certain defined goods.

The railway is not responsible for undeweight in goods if, for the entire distance travelled, the deficiency, in case of dry goods, is not more than 1 per cent., and in the case of moist goods (under which are included bread, grated or ground dye-wood, bark, roots, liquorice, cut tobacco, fats, soaps, thick or solid oils, leaf tobacco, sheep's wool, skins, hides, leather, fresh and dried fruit, grain, seeds, roots for sugar-making, turnips, intestines, horns, hoofs, bones (ground or not), dried fish, hops, and fresh putty), if the deficiency is not more than 2 per cent. of the just weight as ascertained at the sending station and

NON-LIABILITY OF RAILWAYS—*continued.*

Holland—*continued.*

entered in the way-bill. These percentage diminutions in weight are applicable to every separate freight item accurately entered and shown with its weight in the way-bill. The percentage diminutions are not taken into account in the weight deficit to be compensated for by the railway when and in so far as it is shown that the loss under the prevailing circumstances did not arise from the nature of the goods or that these percentages in the given case are not in proportion to the kind of goods or the prevailing circumstances. The railway authorities may, however, in the case of goods loaded by the sender or unloaded by the consignee and with consent of the Minister of Waterways, Commerce and Industry, fix a higher percentage exemption from liability for diminution in weight than 2 per cent., and this in accordance with the nature of the goods.

DENMARK.

577. Defective packing.

The sender bears the consequences of declared deficiencies in packing as well as of any such deficiencies not outwardly visible. He is also responsible for damage to the railway company's property caused by the deficiencies in packing. If no declaration has been made, the sender is only responsible for outward visible deficiencies when he is guilty of intention to defraud.

578. Marking of goods.

The railway bears no responsibility for mistakes which are caused by want of marking of goods or by confusion with older marks thereon.

The railway company is not responsible in the following cases:—

579. Conveyance in open wagon.

For goods which, in accordance with the regulations or agreement with the sender, are conveyed in an open wagon in so far as the damage is caused by risk connected with that kind of conveyance.

580. Absence or insufficiency of packing.

For goods which, according to the sender's declaration on the way-bill, are received unpacked or not properly packed, although by their nature they need packing for protection against whole or partial loss or damage during the journey, in so far as the damage is caused by want of packing or the packing being in a defective condition.

581. Loading and unloading by owner.

For goods, of which loading or unloading, according to regulations or special agreement with the sender, are carried out by sender or consignee, respectively, in so far as the damage is caused by the special risk connected with the loading and unloading.

582. Inherent defects in goods.

For goods which, according to their peculiar or natural condition, are specially liable to whole or partial loss or damage, especially to breakage, rust, inner decay, unusual leakage, drying up or blowing away, in so far as the damage is caused by one of these things.

583. Goods accompanied by sender or his agent.

For goods which, according to the regulations or by special agreement with the sender, shall be accompanied by an attendant, in so far as the damage is caused by the special risk, for the avoidance of which the attendance was provided.

584. Circumstantial assumption of cause of damage.

If damage which has taken place can be due, in the circumstances, to one of the above-mentioned causes, the railway company must in any case ascertain the probability thereof.

585. Restricted goods incorrectly described by sender.

When goods which under regulations are not accepted for conveyance or are received by the railway only under certain conditions are handed in with an incorrect or inaccurate statement of contents or when the sender neglects to observe the prescribed conditions, the railway company is absolved from all responsibility in connection with the freight agreement.

586. Waste in weight of certain defined goods.

The railway company is not responsible for loss of weight of goods which, owing to their natural condition, lose weight, as a rule, during conveyance, except when the loss exceeds the undermentioned

NON-LIABILITY OF RAILWAYS—*continued.*

Denmark—*continued.*

regulation allowance, viz., 2 per cent. for fluid and moist goods and the following dry goods:—grated or ground dye-wood, bark, roots, liquorice wood, cut tobacco, fats, soaps and stiffened oils, fresh fruit, fresh tobacco leaves, sheep's wool, hides, skins, leather, dried and baked fruits, sinews, horn and hoofs, bones (whole and ground), dried fish, hops, and fresh putty. For all other dry goods of the kind mentioned the regulation allowance as to loss of weight in transit is 1 per cent. In case several packages of goods have been conveyed on the same way-bill the percentage is made out separately for each package when its weight is given on the way-bill or can be estimated otherwise. The foregoing limitations do not come into force when it can be proved that the loss under the circumstances in question is not caused by the nature of the goods or that the prescribed percentage of allowance in weight cannot be applied owing to the nature of the goods or the special circumstances of the case, and when goods have been absolutely lost during transit no deduction can be made by the railway for loss of weight.

587. Goods refused

Goods, the acceptance or removal of which is refused by consignee or cannot be effected before expiration of time limits for removal as well as those of which the consignee cannot be found, remain at the latter's risk and expense.

588. Goods stored in the open air.

For goods which, under regulations, must be stored in the open air, the railway does not accept responsibility for their being forthcoming after expiration of time allowed for their removal.

AUSTRIA AND HUNGARY.

589. Regulations same as in Germany.

Mem.—The text of the regulations as to non-liability of railways is practically the same for Austro-Hungary as for Germany.

CLAIMS, Etc., IN RESPECT OF GOODS LOST, DAMAGED, OR OVERCHARGED.

FRANCE.

590. Effect of unreserved acceptance of goods by Consignee.

Until the year 1888 all action against a carrier was barred by the receipt of the goods and payment of freight, etc., charges without reservation.

591. Time limits for ascertainment of damage, notification of complaints and entering legal proceedings.

The law now grants three days (holidays excluded) for the ascertainment of any damage in transit and the notification of complaints. It also extends from six months to one year the limitation of delay in a suit for loss or damage of goods, and provides a special limitation of five years for all other suits arising out of a contract of conveyance, this particularly applying to a rectification of charges. This five years limitation runs from the day on which a consignment was booked, and, in case of loss, from the date on which it should have been delivered.

592. Verification of freight accounts.

In France special agencies called "Untaxing Agencies" undertake for merchants the verification of railway freight accounts, and the pointing out of errors and losses discovered. The companies, on their part, have all their traffic accounts audited, and rectify the charges when they discover an error to their profit or loss.

593. Transit complaints to State Supervising Authority.

The State controls the commercial working of the railways by a Controller General and Principal and Detail Inspectors. Besides, special agencies, called Commissaires of Administrative Inspection, are placed at the same time under the Inspectors of Commercial working, and are located permanently at the principal stations. Their mission is, each in his own district, to watch over the observance of laws and regulations of the railway working, to report irregularities or accidents, to receive complaints and representations, and to draw up a summons of infringement or contravention.

CLAIMS, ETC., IN RESPECT OF GOODS LOST, DAMAGED, OR OVERCHARGED—*continued.*

BELGIUM.

594. Effect of unreserved acceptance of goods by Consignee.

The acceptance by the Consignee of objects carried invalidates all action against the carrier, except in the case of special reservations or damage not outwardly visible.

595. Reservations as to apparent damage or loss.

Reservations or claims should, in the case of apparent damage or loss, be formulated in writing and addressed to the carrier on the second day at latest after receipt of the goods, and in the case of delay, within a period of seven days at most, not including the day of receipt. If a claim be preferred against the railway it must be accompanied by the way-bill, and in the case of packages of 60 Kg. and under prepaid by railway stamps, by the docket, or receipt given to the consignor at the time of acceptance of goods.

596. Examination of damaged goods by railway.

The Consignee is bound to permit immediate examination of goods transported, if damage or partial loss is reported by the carrier on delivery.

597. Damage or defect not outwardly visible.

In the case of concealed damage or defect in the interior of the goods carried, the Consignee's claim may still be admitted if it be formulated in writing and addressed to the carrier within a period not exceeding seven days, not including the day of receipt, and if it be proved that the damage or defect occurred before delivery. This exception does not, however, apply if examination of the goods has been offered by the railway on delivery to the Consignee or his representative. No action can be taken against the railway except on points which have been made the subject of a reservation or special claim.

Should the consignee require the examination of goods which externally appear undamaged, before accepting delivery of same, the goods must be sent back to the station, to be examined in presence of the Station-master, or of his deputy. Should such examination not disclose any deficiency or damage, the cost of re-delivery at domicile will have to be borne by the consignee.

598. Time limits for entering legal proceedings, &c.

All actions arising from a contract for transport of goods, with the exception of such as arise from an act dealt with by the penal law, are prescribed after six months in the case of inland freights, and after a year in the case of international freights. The prescript runs in the case of total loss or delay from the day when the transit should have been effected, and in the case of partial loss or damage from the day of delivery of the goods. In the event of a wrong application of tariff or of error of calculation of charges the prescript runs from the day of payment.

599. Right of consignor or consignee to claim goods lost and subsequently recovered.

The Consignor or Consignee may reclaim lost goods which have been recovered on returning the indemnity received for the loss, after deducting the indemnity for delay. He forfeits this right if he neglects to reclaim the goods within 15 days after they have been offered to him by the railway company.

GERMANY.

600. Party entitled to bring claim.

The enforcement of rights with regard to the railway arising from a transit contract lies only with the party having the disposal of the goods carried. If the sender cannot produce the duplicate of the way-bill, the receipt form, or a certificate from the despatching station to the effect that such a document was not issued, he can only make good his claim with the consent of the Consignee, unless he can prove that the Consignee has refused to receive the goods.

601. Procedure in furnishing claims.

Rights asserted otherwise than by legal procedure must be put forward in writing, accompanied by a certificate of the value of the goods, and, when the way-bill has been handed to the Consignee, by the way-bill also. The railways are bound to inquire into such claims as soon as possible, and, unless a friendly agreement is come to, to settle them in a decree in writing.

602. Effect of unreserved acceptance of goods by consignee.

If the freight and other charges on goods have been paid, and the goods accepted, then all claims against the railway arising out of the transit contract are extinguished. The following are, however, excep-

CLAIMS, ETC., IN RESPECT OF GOODS LOST, DAMAGED, OR OVERCHARGED—*continued.*

Germany—*continued.*

tions:—(1.) Claims for compensation for damage caused by deliberate or gross carelessness on the part of the railway. (2.) Claims for compensation for delay, if made in writing on the fourteenth day at latest, not including the day of acceptance. (3.) Claims for compensation for deficiencies which have been ascertained by the railway before the Consignee has accepted the goods (as hereafter described), or which should have been ascertained, but were not, owing to the fault of the railway. (4.) Claims for compensation for defects which were not visible on acceptance of the goods, but on the following conditions—(*a.*) immediately after the discovery of the defect and within one week after acceptance of the goods, an application for inspection of the goods, as prescribed by regulations, with a view to establishing the existence of the defect, must be made either by way of legal procedure or by inspection of the goods by experts, or in writing to the railway; (*b.*) The party concerned must prove that the defect was caused during the period between the acceptance of the goods for transit and their delivery. A Consignee is at liberty to refuse acceptance of goods, even after acceptance of way-bill and payment of freight, until his application for the establishment of defects reported by him have been attended to. Reservations made on acceptance of goods are of no avail unless made with consent of the railway. When, of several articles entered on a way-bill, some are missing on delivery, the Consignee may omit from his acknowledgment of receipt the articles not delivered, making special reference thereto.

603. Claims arising on through interior traffic.

Claims arising from a freight contract affecting several railways can only be preferred against the first railway or against the railway which last took over the goods with the way-bill, or against the railway on whose line the damage took place. The claimant may choose between the railways designated above. The right of choice is forfeited once the claim is preferred.

604. Inquiry *re* loss, deficiency or damage of goods.

In all cases of loss, deficiency, and damage the Railway Administration must at once institute a thorough inquiry, record the result of the same in writing, and communicate it to the parties concerned, at their request. In particular, if a deficiency or damage of goods is discovered or suspected by the railway or asserted by the party concerned, then the railway must without delay determine in writing the condition of the goods, the extent of the damage, and, as far as possible, the cause and the time of the deficiency or damage. A statement, in writing, must also be drawn up in the event of loss. In determining cases of deficiency or damage the evidence of disinterested witnesses, and, in so far as the circumstances demand it, of experts, and also of the rightful owner should be taken. The expenses entailed by the services of experts in the determination of cases of deficiency and damage are not borne by the railway when the deficiency or damage to the goods having been asserted by the owner, such assertion is not upheld by the inquiry, or when only a deficiency or damage already reported by the railway is established. All parties concerned have the right without prejudice to the procedure described above to have the determination of deficiency or damage of goods carried out by experts nominated by the courts or other competent authority. The railway is also to be summoned to such inquiry, even when the experts are not nominated by the courts.

605. Right of consignor or consignee to claim goods lost and subsequently recovered.

When a party receives compensation for goods lost he may make a *proviso* in the receipt that in the event of the goods being recovered within four months after the expiration of the delivery time limit, notice shall be immediately sent him by the railway. An acknowledgment of this *proviso* is to be issued by the railway. Within thirty days after the recovery of the goods the person entitled to compensation may demand that the goods shall be sent, at his option, either to the place from where they were despatched or to the destination named in the way-bill, free of charge on repayment of the sum received in compensation. When the before-mentioned *proviso* has not been made, or when the person entitled to compensation has not made the request for delivery within thirty days, or, finally, if the goods are not recovered until four months after the expiration of the delivery time limit, the railway has the absolute disposal of the recovered goods.

606. Time limits for entering claims, &c.

Claims against the railway for loss, diminution, damage, or delayed delivery of goods become obsolete after one year. The term of limitation begins, in the case of damage or diminution, with the close of the day on which delivery took place, and, in the case of total loss or delayed delivery, with the expiration of the delivery time limit. The term of limitation is stayed by the receipt of a claim in writing by the railway. If a decree is given against the claim the term of limitation recommences with the day on which the railway made known its decision in writing to the claimant, returning to him, at the same time, any documents by which he sought to make good his claim. Further applications either to the railway or to the higher Authorities cause no stay to the time of limitation. For breaking the term of limitation the usual legal provisions are complied with. The claims mentioned above may, after expiration of the term of limitation, be considered only when the loss, diminution, damage, or delayed delivery has been previously notified, or when the notification of the same has been despatched to the railway.

It is deemed to be equivalent to notification to the railway when application is made for judicial establishment of proof, or when the matter at issue has been intimated to the railway through a suit pending between the Sender and the Consignee, or a subsequent purchaser of the goods, for loss, diminution, damage, or delayed delivery. The provisions as to limitation do not apply when a railway has deliberately caused the loss, diminution, damage, or delayed delivery of the goods.

HOLLAND.

607. Inquiry *re* depreciation or injury of goods.

When goods appear to suffer from depreciation or injury the railway officials are bound to ascertain, in presence of witnesses, and, if possible, of the owners, the weight and state in other respects, and, if necessary, to have the damage suffered determined by experts. When the owner of the goods desires to arrange, by amicable settlement, the compensation to be paid by the railway, he must, for the receipt or taking back of the goods, recognise the findings of the Report as just and send in his claim for compensation. If a judicial examination of the goods is necessary, it is effected, at the request of one of the parties, by experts to be nominated and sworn in by the President of the Divisional Court, or, in places where this is not established, by the Cantonal Judge. Every application for compensation must be accompanied by a document showing the value of the goods, and, when the goods have been already received, by the way-bill as well. Applications must be replied to and settled as soon as possible by the railway.

608. Effect of unreserved acceptance of goods by consignee

Goods carried, delivered, and accepted and cost of carriage paid, all legal complaint against the company is thereby cancelled, if the defect was *not* visible on the outside. For loss or injury not outwardly visible on delivery, the railway *may* be held responsible, even after delivery and payment of carriage, provided the loss or injury be ascertained in the manner prescribed by the Commercial Code Book. In the case of loss or damage to goods, the railway must institute a detailed inquiry, and must supply the parties concerned, on request, with a complete written statement of the result of the inquiry.

609. Right of consignor or consignee to claim goods lost and subsequently recovered.

On receipt of compensation for damage, the party concerned may demand that if the lost goods be recovered later on, he shall be informed of the fact. In that case an acknowledgment of his request must be given to him. Within four weeks after receipt of the above-mentioned advice note, the party concerned may demand that the recovered goods shall be delivered to him free at the place named in the way-bill. He is then bound to return the compensation paid to him, after deduction of the sum due to him by way of compensation for delayed delivery.

610. Time limits for entering claims, &c.

The conditions of the common law apply to the extinction of claims as to loss, depreciation, and injury.

DENMARK.

611. Party entitled to bring claim.

Only the person having disposing power over goods is entitled to bring claims in respect thereof against a railway company before a Court of Justice. If the Sender cannot produce the original duplicate way-bill he can only commence a law suit with the Consignee's assent.

612. Procedure in furnishing claim.

All claims for loss or damage of goods must be set forth in writing, and must be accompanied with a statement of the value of the goods, and by the way-bill, if it has been given to the Consignee by the railway company. The railway must further the settlement of claims as much as possible, and give a written answer thereto unless a compromise is arrived at.

613. Effect of unreserved acceptance of goods by consignee.

When freight and other charges on goods are paid and the goods received by Consignee all responsibility connected with the transit contract is removed from the railway company, except as follows:—(1.) When a claimant can prove that damage was caused wilfully, or by gross negligence on the part of the railway. (2.) In case of delayed delivery, when claim is made within seven days after the goods have been received. (3.) When damage to goods has been ascertained by examination by the railway company (*in accordance with Law* 35) before delivery of goods to a Consignee, or which ought to have been so ascertained, and it is the fault of the railway that this was not done. (4.) When damage was not outwardly visible, and ascertained after the goods were received by Consignee, but only under the following conditions—(*a.*) That at once the damage is discovered, and, at the latest, seven days after the goods have been received, the person concerned must take the necessary steps to have the damage ascertained in accordance with the rules in Law 35; and (*b.*), that the person concerned can prove that the damage was done between the time of handing in the goods for conveyance and the time of delivery. If it has been possible to make an examination of the condition of the goods at the station of destination, and the railway company have declared themselves willing to make such examination the regulations under this paragraph (No. 4) have no force. Even if a Consignee has received the way-bill and paid freight it is open to him to refuse to receive the goods, as long as, according to his statement, no examination has been made with regard to damage, the existence of which he asserts. When upon delivery of goods any of the packages named in a way-bill are missing the recipient can, by special mention, except them from his receipt.

614. Inquiry *re* loss, deficiency or damage of goods.

In all cases where goods have been diminished or damaged the railway company must at once make a close examination, and set forth in writing its results, which, upon request, are communicated to those concerned. The railway company shall specially do this when they themselves discover or suspect that goods are diminished or damaged, or when the owner of them asserts that this is the case, in order to decide the condition of the goods and the extent of the damage, and, also, so far as possible the cause and the time at which it took place. The same applies when goods are lost altogether. For the purpose of such inquiry, unwilling persons and special experts may be called in, and, if possible, the owner of the goods also. It is open to all concerned to take legal steps to estimate the damage to goods.

615. Right of consignor or consignee to claim goods lost and subsequently recovered.

A person who receives compensation for lost goods can, in the receipt, make a reservation that he shall at once be notified by the railway company if the goods should be found within the kingdom, or if they are found outside the kingdom within four months after the time limit for delivery. He can then within thirty days after such notification demand that the goods be delivered to him free of charge, according to his own choice, either at the starting point or the destination given in the way-bill, provided that he repays the compensation already given him by the railway. If reservation is not so made,

Denmark—*continued.*

or if the owner of the goods does not claim them within 30 days after notice, or, lastly, if the goods are found outside the kingdom more than four months after the delivery time limit, the railway company may dispose of the found goods as they wish.

616. Time limits for entering claims, &c.

Claims for compensation for whole or partial loss, for damage, and for delayed delivery become extinct when not admitted by the railway company within a year, unless the necessary steps to make the claims good have been taken beforehand by means of complaints properly made. Claims for wilful damage or gross negligence are, however, only extinguished after the lapse of three years. In case case of damage or partial loss of goods the period within which claims must be made dates from the day of delivery, and in case goods have been completely lost or delivery has been delayed from the day upon which the delivery time limits expired.

Claims which become extinct, as above, cannot be brought into force in the form of a counterclaim or protest.

AUSTRIA AND HUNGARY.

617. Regulations same as in Germany.

MEM.—The regulations as to claims, etc., in respect of goods lost or damaged on the Austro-Hungarian Railways are practically the same as those applying to the German Railways.

LIVE STOCK TRAFFIC.

FRANCE.

Animals by Quick Transit.

618 Rates for animals by quick transit.

The rates to be charged for the transit of animals are fixed as follows:—

	Per head and km.
Oxen, cows, bulls, horses, mules, asses, colts, draught animals, hinds, stags and deer, ...	0·16 Fr.
Calves, pigs, roebucks, ...	0·06 Fr.
Sheep, lambs, goats, ...	0·03 Fr.

Persons accompanying the animals travel in the company's carriages, and pay according to the places which they occupy.

Nevertheless, the animals mentioned above, when placed in crates supplied by the consignors, the weight of which, including packing, does not exceed 150 Kg. per crate, are rated *according to weight*, in accordance with the rates and conditions of the general Tariff for Goods and Merchandise by quick transit.

The rate is charged on *double* the weight of the animals and the crates containing them.

619. Rates for animals over 5,000 Fr. declared value.

Animals the declared value of which exceeds 5,000 Francs are rated one-half more than the rate fixed by the general tariff for animals of the same species.

620. Liability of Railway in case of accident.

In the event of accident to animals in the course of transit the liability of the companies is limited to 5,000 Fr. per head if the consignment note does not mention a larger sum.

Accessory Charges.

621. Registration fee.

For the registration of animals the following fee is charged:—

A fixed fee of 10 c. per consignment.

For animals using several lines conceded to different companies this fee is only collected at the forwarding station.

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

622. Loading and unloading fees.

For the handling (loading and unloading) of animals the following charges are collected:—

	Per head.
	Fr.
Oxen, cows, bulls, horses, mules, asses, colts, draught animals, hinds, stags and deer,	1·00
Calves, pigs, and roebucks,	0·40
Sheep, lambs, and goats,	0·20

623. Conveyance and delivery time limits.

Animals sent by quick transit and carried and delivered from station to station within the times fixed by the Ministerial Decrees and arising from Ministerial decisions approving of the service of trains.

Animals sent by quick transit will be sent off by the first passenger train comprising carriages of all classes, and corresponding with their destination, provided that they have been presented for registration at least three hours before the time of departure of that train, in default of which they will be kept back till the next departure.

Nevertheless, this rule is not obligatory in the case of express and mail trains, into which the companies allow, in exceptional cases, second and third class carriages, and which have been expressly designated, either in the rate books submitted for ministerial approval at alterations in the service, or in the notices acquainting the public with the service of trains.

For animals passing from one system to another over a common station the time for transmission will be three hours, reckoned from the arrival of the train bringing them to the junction, and re-forwarding from that point will be effected by the first passenger train comprising carriages of all classes leaving after the expiration of that term.

The time allowed for transmission between systems ending in the same locality in two distinct railway stations communicating by rails will be six hours, not including the time during which the stations are closed, and it will be of the same duration between the different termini of Paris until the quick transit service between the said termini shall have been organised on the Circle Railway, the remaining conditions of the first paragraph of the present Article being still applicable to the two latter cases.

A longer term may be granted by the Minister of Public Works in the case of various stations on each system on the application of the general Traffic Inspectors and with consent of the companies, provided such term does not exceed eight hours.

Consignments are placed at disposal of consignee at the station two hours after arrival of train.

624. Disinfection fees.

Fees for disinfection same as in slow transit.

Animals by Slow Transit.

625. Rates for animals by slow transit.

The maximum rates to be charged on all the large railways for the slow transit of animals are as follows:—

	Per head and per Km.
	c.
Oxen, cows, bulls, horses, mules, asses, colts, draught animals, hinds, stags and deer,	10
Calves, pigs, and roebucks,	4
Sheep, lambs, and goats,	2

The working rates per head on all large railways *except the State line* are apparently those defined as Special Tariffs for each system (particulars of which

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

are shown hereafter for the Nord and Ouest Railways). On the State Railway the working rates per head are (according to analysis of the mileage table) as follows:—

Distance.	Horses, Oxen, and other large animals.	Calves, Pigs, &c.	Sheep, Lambs, and Goats.
	c.	c.	c.
0 to 60 Km., per Km., ..	10	4	2
61 to 100 Km., per Km., ..	8·75	3·5	1·75
101 to 200 Km., per Km., ..	7·5	3	1·5
201 to 300 Km., per Km., ..	7	2·8	1·4
Over 300 Km., per Km., ..	8	3·2	1·6

Persons accompanying the animals travel in the companies' carriages, conforming to the regulations in force, and paying third-class fare.

Nevertheless, the animals named above, when placed in crates supplied by the consignor, the weight of which, inclusive of packing, does not exceed 150 Kg. per crate, are taxed by weight, in conformity with the rates and conditions of the general goods tariff series 1.

The charge is made on *double the weight* of the animals and of the crates which contain them.

626. Rates for animals over 5,000 francs declared value.

Animals the declared value of which exceeds 5,000 Fr. are rated one-half more than the cost fixed by the tariff applicable to animals of the same species.

627. Liability of Railway.

In case of accident to animals during transit, the liability of the companies will be limited to 5,000 Fr. per head if the consignment note does not mention a higher value.

Small animals such as:—

628. Rates for small animals in crates, &c.

Cats, guinea-pigs, squirrels, birds, monkeys, when placed in cages or baskets provided by the consignors, are taxed by weight, in conformity with the rates and on the conditions of the general goods tariff series 1. The charge is made on double the weight of the animals and of the cages or baskets containing them.

629. Acceptance of animals for transit.

Transit of horses and cattle is only undertaken at stations and for stations provided with loading platforms.

These stations will be indicated either by special notices or by the notices indicating the service of trains to the public. Stations at present open to the transit of horses and cattle, both at departure and arrival, are indicated besides in the alphabetical list of names of stations.

The superior authority reserves the right to determine at which stations loading platforms shall be established for horses and cattle.

Accessory Charges.

630. Registration fees.

For the registration of animals the following charges are made:—

A fixed charge of 10 c. per consignment.

For animals making use of several lines conceded to different companies this fee will only be charged at the sending station.

631. Loading and unloading fees.

For the handling of animals the following fees are charged:—

	Per head.
	Fr.
Cows, oxen, bulls, horses, mules, asses, colts, draught animals, hinds, stags and deer,	1·00
Calves, pigs, and roebucks,	0·40
Sheep, lambs, and goats,	0·20

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

These fees are made up as follows:—

	Per head.
Oxen, cows, &c.	
Loading on departure, . . .	0·50
Unloading on arrival, . . .	0·50
Calves, pigs, roebucks.	
Loading on departure, . . .	0·20
Unloading on arrival, . . .	0·20
Sheep, &c.	
Loading on departure, . . .	0·10
Unloading on arrival, . . .	0·10

The loading and unloading of dangerous animals, for which special precautions are prescribed by the police regulations, are effected by and at the expense of the consignors and consignees. Nothing is charged for this double operation.

Animals are not subject to any station charges.

632. Junction tranship fees.

At the junction stations of one railway with another railway conceded to a different administration, and with which exchange of rolling stock is possible, the following fees, to be equally divided between the two companies, are charged:—

Oxen, cows, horses, &c., 0·40 per head.

Calves, pigs, and roebucks, 0·20 per head.

Sheep, lambs, and goats, 0·10 per head.

Nothing is added to the transmission fees thus fixed for handling charges (loading and unloading) in junction stations.

Nevertheless, when the transmission is effected between two lines between which the exchange of rolling stock is impossible, the fees for loading and unloading fixed in the preceding article are charged without any additional transmission fee being added.

The re-loading of dangerous animals is effected by and at the expense of the parties interested, and nothing is charged for this operation, but in case of transmission without re-loading from one system to another 40 c. per head is charged for transmission.

633. Lairage fees.

Animals which have not been fetched on arrival are placed in pound at the expense, risk, and peril of their owner.

Pound expenses are paid on a statement of expenditure being furnished.

634. Accessory fees for small animals.

Animals in crates, cages, or baskets, transported and taxed by weight in conformity with the regular tariffs are subject in so far as accessory expenses are concerned, to the same rates and conditions as slow transit goods.

635. Conveyance time limits.

Animals of all kinds, by slow transit, are forwarded, carried, and delivered from station to station within the terms fixed by the Ministerial Decrees, extracts from which are given below:

Animals of all kinds sent by slow transit will be forwarded during the day following that on which they were consigned.

The duration of the journey in the case of slow transit consignments will be calculated at the rate of twenty-four hours per indivisible fraction of 125 kilometres.

Surplus distances up to and including 25 Km. will not be reckoned. Thus, 150 Km. will count as 125 Km., 275 as 250, &c.

On the lines or sections of certain specified systems in either direction, for partial or complete journeys, the duration of the transit will be reduced to twenty-four hours per indivisible fraction of 200 Km. for animals.

Animals passing directly on the same system from one of the above-mentioned lines to another of the same will be likewise carried within twenty-four hours per indivisible fraction of 200 Km., as if the carriage were effected upon one and the same line.

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

For animals which would make use successively of lines on which they would enjoy the right of accelerated carriage, and others on which they would enjoy no such right, the total time of transit will be calculated by adding the partial periods connected with each of the lines under the different management, provided, however, that this total period does not exceed twenty-four hours per indivisible fraction of 125 Km., surplus distance up to 25 Km. inclusive, not being reckoned.

For animals passing from one system to another over a common station the time of forwarding will only be counted from the station of origin, and once only; but the companies are allowed a period of one day for transmission from one system to another, the time of transit for each company remaining fixed.

The time of transmission between railways ending in the same locality in two separate stations connected by railway lines will be two days, the other conditions of the first paragraph of the present Article being applicable in the latter case.

Consignments will be placed at disposal of consignee on the day following that of their actual arrival at the station.

636. Time limits for receiving and delivering animals.

From 16th March to 15th October the stations will be open for the reception and delivery of animals for slow transit from six o'clock in the morning at the latest, and closed not earlier than six o'clock in the evening.

From the 16th October to 15th March they will be opened at seven o'clock in the morning at latest, and closed at earliest at five o'clock in the evening.

On Sundays and holidays the acceptance and delivery of live animals may be effected up to ten o'clock in the morning.

637. Disinfection fees.

By way of disinfecting fees, when such disinfection is prescribed by the regulations, the following charges are made:—

40 c. per horse, colt, ass, mule.

30 c. per ox, bull, cow, hind, stag, deer.

15 c. per calf, pig, roebuck.

05 c. per sheep, lamb, goat.

Nevertheless, for consignments from one sender the fee may not exceed 2 Fr. per wagon with one floor, and 3 Fr. per wagon with two floors.

The fee of 2 Fr. per wagon of one floor and 3 Fr. per double-floored wagon is charged when, by request of the consignor, a wagon is specially reserved for the animals, whatever be their number.

Whatever the number of companies taking part in the transit, the fee is only charged once, unless there be any transfer of load; such transfer cannot be imposed upon the consignor except at frontier stations and junctions of two lines, between which the exchange of rolling stock is impossible.

The charges fixed above are also due when the animals enumerated in the present Article are carried in crates, cages, or baskets.

638. Intermediate station traffic and "soudure" tariffs.

The Regulations for Goods Traffic apply to live stock.

639. Horses for Shows.

Animals admitted to Agricultural Shows patronised by the State, Departments or Communes, Horses admitted to Horse Shows organised by Equestrian Societies of recognised public utility, or subsidised by the State or the Departments.

On the Nord Railway animals admitted to agricultural shows patronised by the State, the Departments or the Communes, as well as horses admitted to horse shows organised by equestrian societies of recognised public utility, or subsidised by the State or the Departments, pay on the outward journey the full rate of the tariff applicable to them without reduction. Foals, however, accompanying brood mares sent to horse shows only pay on the outward journey half the tariff applicable to the mother.

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

They are carried *free on return* to the original point of departure within fifteen days from the close of the exhibition or show on payment only of registration fee and receipt stamp, plus the ordinary expenses of loading and unloading according to the general tariff, except in the cases provided for below.

640. Attendants for Show horses.

Attendants of horses, admitted to horse shows, also pay full fare on the outward journey, and are carried *free on return* at the rate of one man per horse or per brood mare accompanied by its foal, in the same class of carriage as on the outward journey, on condition that they carry a paper proving their identity issued by the president or director of the show of the equestrian society which organised the latter, and bearing the date stamp of the station which issued the outgoing ticket.

When animals are sent successively to several shows or exhibitions they are returned direct and carriage free from the extreme point reached by them on the Nord system to the initial point of their departure on that system.

The return of animals which formed part of one single consignment *on the outward journey* may be effected in portions of the original consignment.

641. Loading, unloading and free return conveyance of Show horses.

The loading of animals into wagons on departure and their unloading on arrival are performed by the consignors and consignees at their own expense and risk.

In order to enjoy free conveyance of their animals on the return journey consignors must produce:—

1. The receipt, or in case of successive consignments to several shows, the receipts showing that they have paid on the outward journey the full tariff pertaining to their consignments.

2. The admission cards to the show of the animals to be re-forwarded.

The present tariff is not applicable:

To animals of exceptional height or size, or which, by reason of their nature, have to be loaded into special wagons.

With regard to the transit of animals, consignors must notify departure stations of the consignments to be sent off at least forty-eight hours beforehand, and *in writing.*

642. Special tariffs for quick transit.

Special tariffs, chiefly for interior conveyance, are in operation for various descriptions of animals by Quick and Slow Transit. The following are examples of these tariffs:—

Quick Transit.

Nord Line—

A.—For horses, colts, fillies, ponies, and mules in consignments of three head at least.

B.—For all kinds of animals in full wagon loads.

The Bases of the rates for the above are as follows:—

Distance	A. Per Head.	B. Per Sq. m. of Floor Area.
	c.	c.
Up to 100 Km., per Km. ...	13	5
101 to 200 Km., per Km. added.	10	3·3
Over 200 Km., Per Km. added.	5	1·5

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

Animals are to be loaded and unloaded by owner at his risk, and if an owner is not present to take delivery on arrival, the railway company will unload and place the animals at livery, charging for the service—

50c. per head for large animals;
20c. per head for sheep and pigs;
10c. per head for small animals.

The foregoing tariffs are not applicable to animals exceeding the undermentioned values per head:—

	Fr.
Horses, bullocks, and other large animals, .	1,500
Calves, pigs, and other animals of medium size,	300
Goats, fat sheep, and other small animals, .	60

Ouest Line.

Horses, colts, mules, asses, bulls, cows, and bullocks in minimum consignments of three head, or paying for that number. Rate, 13c. per head per Km.

Animals to be loaded and unloaded by and at risk of owner. This rate is applicable only to animals not exceeding 1,500 Fr. per head in value.

State Line.

I. Horses and all other large animals in minimum consignments of three head:—

Rate and conditions of loading and unloading same as on Ouest line (given above).

II. Pigs and calves in minimum consignments of eight animals, or paying for that number:—

Rate, 5c. per head per Km.

Loading and unloading to be done by and at risk of owner.

III. Lambs, ewes, fat sheep, and goats in minimum consignments of sixteen head:—

Rate, 2½c. per head per Km.

Loading and unloading to be done by and at risk of owner.

IV. Complete wagon-loads of any kind of animals.

Rate:—

Up to 40 Km., 20 Fr. per wagon.
41 to 100 Km., 50c. per wagon per Km. added.
101 to 200 Km., 45c. per wagon per Km. added.
201 to 300 Km., 40c. per wagon per Km. added.
Over 300 Km., 35c. per wagon per Km. added.

Loading and unloading to be done by and at risk of owner.

For all the above State Line Rates the limits of value of animals are the same as on the Nord line.

Slow Transit.

Nord Line.

643. Special tariffs for slow transit.

A.—Lambs, ewes, fat sheep, goats and pigs not exceeding 50 Kg. each in weight, in consignments of less than twenty head.

B.—Above-named animals in consignments per complete wagon reckoned at a minimum of four head per square metre of floor area.

C.—Horses, mules, colts, and asses, bulls, bullocks, cows, calves, and large pigs in consignments per complete wagon, without limit of number per square metre of floor area.

Bases of Scales A, B, C:—

Distance.	Per Head. A.	Per Head. B.	Per Sq. m. of Floor Area. C.
	c.	c.	c.
0 to 50 Km., ..	1	0·5	3¼ per Km.
51 to 100 Km, ..	0·8	0·4	3¼ per Km. added
101 to 150 Km., ..	0·4	0·2	2¾ per Km. added
151 to 200 Km., ..	0·2	0·1	2¼ per Km. added
201 to 250 Km., ..	0·2	0·1	1¾ per Km. added
251 to 300 Km., ..	0·2	0·1	1¾ per Km. added

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

Under General Regulations an addition of 2 per cent. is made to charges calculated on above bases.

A. is applicable with a minimum charge of 3 Fr. per consignment.

B. and C.—Applicable with a minimum charge of 3 Fr. per wagon.

Animals sent under above rates must be loaded and unloaded by and at the risk of owner. If the owner is not present to take delivery on arrival the company will unload and place at livery, charging for the service the same as for quick traffic under Special Tariffs.

Special Regulations for the Conveyance of Live Animals by Slow Transit.

Requests for a supply of rolling stock are subject to the conditions laid down in the general tariffs. Consignors are bound, in addition, to state in their application the number and nature of the animals which they are to have carried, and also their destination.

Consignments sent under the present tariff are carried in ordinary cattle wagons, with the exception of stall wagons, which are reserved for quick transit.

The company is not bound to supply consignors with any wagons except the cattle vans at its command, without any obligation as regards capacity.

Consignments are accepted only in so far as the departure and arrival stations are supplied with an entrainment platform for animals sent by slow transit.

The loading of animals and their unloading on arrival are effected by consignors and consignees at their own risk.

Consignors may load into each wagon, at their own risk, as many head of cattle as they think proper.

Consignors must, during transit, bestow upon their animals the care necessary to insure their preservation.

In the case of animals rated per head, the rate to be applied is that of Table A., calculated on the number of head comprising a consignment, unless it be to the interest of the consignor to pay that of Table B., with minimum of four head per sq. metre of superficial area of interior of the cattle vans placed at disposal of the consignors.

In the case of animals rated per sq. metre, the rate to be applied is that of Table C., calculated likewise according to the internal surface area of the cattle vans placed at disposal of the consignors.

The inside surface area of cattle vans is calculated in sq. metres, rounding off to the even metre above fractions of half a sq. metre and over, and not counting fractions of less than half a square metre.

When a consignment necessitates the use of several wagons, and when there remains over a surplus of animals less than a full wagon-load, this surplus is rated, according as it is of advantage to the consignor, either at the rates of Tables A, B, and C, or at the rates of the general tariff, according to circumstances, calculated upon the actual capacity of the rolling stock used.

In any case the whole consignment is governed by the regulations of the special tariff.

When a full wagon contains animals rated differently, the rate of the highest tariff will be applied.

Consignors or their agents may travel in the same train as their animals in the proportion of one person to every loaded wagon.

Places are, therefore, placed at their disposal in sufficient numbers in a third class compartment, or, in default of this, in the guard's van.

Free travelling is allowed, both going and coming, in the proportion of one person per consignment of two or three wagons, rated under Table B, and of one wagon rated under Table C, and in the proportion of two persons per consignment of four wagons or more, rated under Table B, and of two wagons and upwards rated under Table C.

Apart from the foregoing, third class tickets are issued to the other persons accompanying the animals.

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

In pursuance of the foregoing conditions there is issued, both going and returning, on presentation of the receipt issued to the consignor, a single journey coupon valid for a third class compartment, or, in default of the latter, for the guard's van.

On the return journey, a return coupon is given on production of the same receipt.

The period for which the return coupon is available is limited to 8 days, reckoned from the day of departure of the consignment.

Permits are not transferable, and are intended for the exclusive use of the actual attendants on their employer's cattle (herds or grooms); they are not available if the bearer takes his seat in any but a third class compartment. Bearers are bound to give proof of their identity on demand of any of the company's agents.

If the holder of a permit stops, on the return journey, at any place before his destination (forwarding station of animals), and in violation of the instructions on his permit, he loses his right to free travelling over the distance still to be covered, and he must leave his permit at the station at which he stopped.

Dogs belonging to attendants are also carried free in the proportion of two dogs to every person entitled to a free pass.

These dogs are strictly prohibited from entering waiting-rooms. They must be muzzled, and, as far as possible, placed in the dog boxes in the vans.

In default of these they are placed with the cattle attendants.

Nevertheless, they are not allowed into a third class compartment with the drovers unless it contains no other passengers.

The supplementary time limits provided under Article 2 of the Conditions of Application common to all special tariffs does not apply to the carriage of live animals named under the present tariff, which must be effected within the time fixed by the Ministerial Decrees in force.

In the event of delay, the company is not responsible for injury actually suffered by consignors or consignees except to the amount of the whole or part of the cost of transit, deductions being made in the following manner:—

If the delay is four hours and a half, the indemnity may not exceed two-thirds of the cost of carriage.

If the delay exceeds five hours and a half, the indemnity may not exceed the total cost of carriage.

Nevertheless, when the delay exceeds 24 hours, the rights of consignors are reserved.

Live animals may be carried in vans supplied by the consignors. Such wagons are subject to the conditions for transit of goods in wagons belonging to private persons.

Ouest Line.

	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)

I. Horses, colts, fillies, mules, and asses in minimum lots of eight head:—

0 to 100 Km.,	8c.	per head	per Km.	
101 to 200 Km.,	7c.	per head	per Km.	added.
201 to 300 Km.,	5c.	per head	per Km.	added.
301 to 800 Km.,	2c.	per head	per Km.	added.

II. Horses and asses for human food in minimum		(*b*)	(*b*)	(*b*)	(*b*)

lots of six head, and bulls, bullocks, cows, and heifers in minimum lots of eight head.

0 to 100 Km.,	6c.	per head	per Km.	
101 to 150 Km.,	5c.	per head	per Km.	added.
151 to 200 Km.,	4c.	per head	per Km.	added.
201 to 250 Km.,	3·5c.	per head	per Km.	added.
251 to 300 Km.,	3c.	per head	per Km.	added.
301 to 400 Km.,	2·5c.	per head	per Km.	added.
401 to 800 Km.,	2c.	per head	per Km.	added.

LIVE STOCK TRAFFIC—*continued.*

France—*continued.*

(*c*) (*c*) (*c*)

III. Bullocks, cows, and heifers for pasturing and fattening, in minimum lots of ten head.

0 to 100 Km., 4c. per head per Km.
101 to 200 Km., 3·5c. per head per Km. added.
201 to 300 Km., 2·5c. per head per Km. added.
301 to 800 Km., 1·5c. per head per Km. added.

(*d*) (*e*)

IV. Pigs and calves in minimum lots of twenty-four head.

0 to 100 Km., 3c. per head per Km.
101 to 150 Km., 2c. per head per Km. added.
151 to 200 Km., 1·25c. per head per Km. added.
201 to 800 Km., 1·25c. per head per Km. added.

(*f*) (*f*) (*f*)

V. Goats, fat sheep, ewes, and lambs in minimum lots of fifty head.

0 to 80 Km., 5c. per head per Km.
81 to 800 Km., 2c. per head per Km. added.

All animals under above tariffs must be loaded and unloaded by and at the risk of owner. In the absence on arrival of owner or his representative, animals will be unloaded and placed at livery by the railway, the following charges being made for such service:—

50c. for each horse, colt, filly, mule, ass, bull, bullock, cow, or heifer.
25c. for each pig or calf.
10c. for each ewe, fat sheep, lamb, or goat.

(*a.*) Rate reduced one-third when the height of the animals does not exceed 1·45 m., but the total charge must not be less than as for eight horses. Colts and fillies are considered as such when their age is less than three years.

(*b.*) Rate reduced one-fourth when the height of the animals does not exceed 1·30 m., but the total charge may not be less than as for eight bullocks.

(*c.*) This rate applies to bullocks, cows and heifers only when they are sent to pasture for fattening.

(*d.*) Rate reduced one-third for small and lean pigs destined for finishing and not more than 50 Kg. each in weight, and reduced one-half for sucking pigs not exceeding 30 Kg. each in weight, but, in the latter case, the total charge per consignment must not be less than as for twenty-four large pigs. The reduction of one-third for lean pigs does not apply to consignments for Paris, Argenteuil, Versailles, or Poissy.

(*e.*) Considered as calves when aged under one year.

(*f.*) Rate reduced 20c. per head for lambs, ewes, and fat sheep in lots of 200, or paying for that number, but with a minimum charge of 50c. per head.

State Line.

Animals of all kinds in complete wagon-loads. The bases of the rate is not shown in the Tariff Book, but the charge is as under for the following specific distances:—

Up to 40 Km., 12 Fr. per wagon.
100 Km., 28c. per Km. per single-floored wagon for the whole distance.
200 Km., 26c. per Km. per single-floored wagon for the whole distance.
300 Km., 400 Km., 500 Km., and upwards } 24c. per Km. per single-floored wagon for the whole distance.

The foregoing charges are increased by 50 per cent. when wagons with two floors are used, and by 100 per cent. when wagons with three floors are used.

The rates do not apply to animals exceeding 5,000 Fr. per head in value.

Animals must be loaded and unloaded by and at risk of owner.

LIVE STOCK TRAFFIC—*continued.*

BELGIUM.

HORSES, CATTLE, ETC.

644. Acceptance for transit and ordering of vehicles

The tariff for passenger train only applies to horses, asses, mules, ponies, and colts, and in so far as the distance to be covered is at least 75 kilometres, or that the points of departure and arrival are the termini of the train's journey.

Freights should be notified at least forty-eight hours in advance. This period is doubled in the case of consignments necessitating the use of more than five wagons.

Nevertheless the railway companies do not guarantee to supply boxes within these time limits, and orders are attended to in the order of their receipt.

The other regulations as to ordering of wagons, conditions of loading and demurrage charges with regard to the acceptance of full loads under Slow Goods tariff are also applicable to these consignments.

The animals should be entrained at least one hour before the start of the train.

Animals may be accepted at the railway stations at hours outside the limits laid down by general regulations, provided they are to travel by a night train.

Horses and cattle to travel by slow goods train are not accepted on Sundays or on Ascension Day, the Assumption, All Saints, and Christmas Day.

645. Attendant on Animals.

Free transit is allowed to one attendant per consignment or per wagon, provided he travels in the box or in the wagon. When animals are not accompanied by an attendant, the consignee is advised of arrival either by express messenger or telegraph. In the former case a charge of 50 c. is made for distances within 3 Km. radius of the station, beyond which limits a charge of 20 c. per Km. reckoned from the station is made, and in the latter case the consignee has to pay the cost of the telegram.

646. Rates for Horses.

Freights, whether by passenger or goods train, are charged at the rates shown hereafter.

When a consignment comprises, per wagon, more than *three* horses per passenger and more than *eight* horses by goods train, every horse above three (passenger train) and eight (goods train) is subject to a supplementary fee equal to one-half the price charged for one horse.

Mules, colts, ponies, and asses carried either by passenger or goods train are assimilated for the purpose of applying the tariff of transport, namely:—

One mule, 1 or 2 colts or ponies equal 1 horse.
Two mules, 3 or 4 colts, ponies or asses equal 2 horses.
Three mules, 5 or 6 colts, ponies or asses equal 3 horses.
Four mules, 7 or 8 colts, ponies or asses equal 4 horses, and so on.

Colts and ponies measuring more than 1.30 m. are rated as horses.

If the sender desires it, and if the total journey is at least 75 kilometres, horses, asses, mules, ponies and colts are, within limits compatible with the exigencies of the service, carried in goods trains for one part of the journey and in passenger trains for another part. This being so, there is levied, independently of the charge for goods train, from the point of departure to the destination, a supplementary charge equal to half the charge fixed by the passenger rate tariff for the journey effected by passenger train.

This charge may in no case, however, be greater than the fee which would have been payable on the freight by passenger train for the entire journey.

647. Rates for Cattle.

Transports only take place by goods train and are divided into three categories:—

1.—1 or 2 bulls, oxen, bullocks, cows or heifers; 1 to 5 fat pigs or calves; 1 to 10 thin pigs, sheep or goats; 1 to 30 sucking pigs.

2.—3 or 4 bulls, oxen, bullocks, cows or heifers; 6 to 10 fat pigs or calves; 11 to 20 thin pigs, sheep or goats; 31 to 60 sucking pigs.

3.—A wagon-load of large or small cattle.

LIVE STOCK TRAFFIC—*continued.*

Belgium—*continued.*

As fat pigs are rated animals weighing more than 50 Kg.; as thin pigs, animals weighing more than 20 and up to 50 Kg.; and as sucking pigs, animals weighing 20 Kg. and under.

The charges of categories 1, 2 and 3 are applicable to freights composed of different species of animals, according as the quantities charged for in a wagon do not exceed 30, 60 and 100 units, respectively, it being understood that each head of cattle represents the following number of units:—

	Number of units in the category.		
	1st	2nd	3rd
Bulls, oxen, and cows, ..	15	15	12½
Heifers, bullocks, ...	15	15	10
Fat pigs and calves, ...	6	6	4
Thin pigs, ...	3	3	2½
Sheep and goats, ...	3	3	1⅔
Sucking pigs, ...	1	1	1

Consignors may, but at their own peril and risk, load into a wagon as many head as they wish.

However, the prices in the third category are subject to an increase in the case of consignments of animals containing, per wagon, more than 100 units. For freights not composed of different kinds of animals the number of 100 units corresponds to:—8 bulls, cows or oxen; 10 heifers or bullocks; 25 fat pigs or calves; 40 thin pigs; 60 sheep or goats; 100 sucking pigs. This increase is fixed for every unit or fraction of a unit above 100 at ½ per cent. of the price in the third category.

647*a*. Rates for small animals in baskets, crates, &c.

Small animals of the sheep, goat, or pig species handed in for conveyance in baskets or open crates are conveyed at fast goods rates. They are not permitted in passenger trains. Dogs, sucking pigs, and small domestic animals in cages, baskets or boxes are accepted for transit as express or fast goods. Birds, pigeons, and small farmyard animals presented in cages, baskets, or crates are accepted for transport on the conditions of express, fast or slow goods.

The cages, baskets, and crates returned empty by goods train within 48 hours of the delivery of the animals, and by the same route as on the outward journey are only subject to a registration fee of 20 c. per original consignment. Such empty packages are subject to ordinary tariff rates if (*a*) they are not removed to destination within eight hours after receipt of the advice of arrival; (*b*) if a declaration of interest in delivery is made in respect of them; (*c*) if the railway is required to collect or to deliver at domicile, or (*d*) if a consignment is subject to disbursement or reimbursement charges.

648. Loading, unloading and removal of animals

The entraining and detraining of animals is effected exclusively by and on the entire responsibility of the consignors and consignees. The same applies to unloading, re-loading and weighing, when these operations are required by the Customs authorities at the frontier.

The railway companies may forbid all unloading or re-loading during transit.

The animals, accompanied by an attendant, must be removed within two hours after arrival; animals not so accompanied must be removed, at latest, two hours after notice of arrival has been handed to the consignee or his representative. After this time limit, they will be put in the pound at the expense, risk, and peril of the sender, or if the railway authorises their remaining in the wagon, a demurrage fee for the use of the rolling stock will be charged as in the case of goods traffic.

649. Conveyance, time limits.

Consignments of horses, asses, mules, ponies and colts are forwarded as the railway companies think best, either (*a*) by the first ordinary passenger train run by the railways, unless it be advantageous, from the point of view of rapidity, to forward them by goods train; (*b*) by trains specially reserved for the purpose.

The animals must be delivered at the station at least an hour before the departure of the train which is to convey them.

Animals, in general, are carried by mixed trains or by the goods trains run by the railway companies, and starting *at least* one hour after acceptance at the goods office.

The period allowed to the railway for delivering consignments at their destined station is forty-eight

LIVE STOCK TRAFFIC—*continued.*

Belgium—*continued.*

hours, beginning with the first hour of the day following that of acceptance, not including the supplementary delay of three hours allowed for each point of exchange with the conceded railways.

649*a*. Special Trains.

If application be made 48 hours in advance horses and other animals may be forwarded by special train at ordinary slow transit rates, provided the minimum charge over each railway travelled on amounts to at least 160 fr., or represents not less than fr. 5.25 per Km. of the whole journey. This minimum is increased by accessory fees and disinfection charges.

650. Indemnity for delayed transit of animals.

In the event of delay in transit, the indemnity for live animals is the whole cost of transit after a delay of more than six hours in placing them at the disposal of the owner.

651. Non-liability of Railway.

The railways are not responsible for accidents on the railway during transit, such as escapes, falls, shocks, suffocation, want of food and other accidents of the kind which befall animals.

652. Disinfection fees.

The following charges are made for disinfection of vehicles used for conveyance of animals:—

Horses and Cattle—

Per single-floored wagon, 1.25 Fr.

Per double-floored wagon, 2.50 Fr.

653. Animals for Exhibition and for breeding.

Animals for exhibition and brood mares going for service.

Rates of transit—

Outward journey—without any reduction in rate or accessory fees.

Return journey, carriage free. The following charges only are made:—For registration, 20c.; advice note of arrival, if necessary, 10c.; for disinfection, 1.25 Fr.

Foals accompanying brood mares to and from the stud are forwarded either by fast or slow goods train at 50 per cent. reduction on ordinary tariff rates, but pay full accessory charges.

Conditions.

Animals destined for exhibitions or shows, either private or under the patronage of the Government or the Communes, must be addressed to the president or secretary of the executive committee, and application for the special tariff must be expressly made on the way-bill.

On the return journey they must be accompanied by the way-bill of the outward journey and a special way-bill, bearing the stamp of the exhibition and stating that the animals are being sent back to the exhibitor.

Consignments must be returned by the same mode of transit (*i.e.*, according to tariff) as on the outward journey. They only enjoy free carriage on the route followed in the first instance.

The way-bills drawn up for consignments back should mention at the top the name of the exhibition in favour of which the special tariff is allowed.

Consignments of mares sent to service may be carried, both coming and going, at quick transit *for the whole distance*. Nevertheless, the railway has the right to refuse to carry such consignments in certain trains designated by it.

The transit of mares returning, in order to be effected free, must take place within *three months* and be accompanied by a service certificate from the owner of the stallion.

Only half the indemnity payable under the ordinary regulations is recoverable in the event of loss or damage to animals forwarded under this special tariff.

654. Rates for animals.

The following are the rates for horses, mules, ponies, foals and asses by Quick transit:—

	Horses.		
	1.	2.	3.
	c.	c.	c.
0 to 75 Km. per Km., ..	26	39	52
76 to 150 Km. per Km. added,	20	30	40
151 to 200 Km., „ „	12	18	24
201 to 400 Km., „ „	8	12	16
Station Terminal. ..	Fr. 5·00	Fr. 7·50	Fr. 10·00

For each horse above three in a consignment, one-half the above charge for one horse is made. In calculating the number of animals other than horses, one mule or one or two foals, ponies, or asses are taken as the equivalent of one horse.

LIVE STOCK TRAFFIC—*continued.* Belgium—*continued.*

For horses, mules, ponies, foals and asses, by Slow transit, the charges are:—

—	Horses.							
	1.	2.	3.	4.	5.	6.	7.	8.
	c.	c.	c.	c.	c.	c.	c.	c.
0 to 75 Km., per Km., ..	12	18	24	30	36	42	48	54
76 to 150 Km., per Km., added,	9	13·5	18	22·5	27	31·5	36	40·5
151 to 200 Km., per Km. added,	6	9	12	15	18	21	24	27
201 to 400 Km., per Km., added,	4	6	8	10	12	14	16	18
Station Terminal, ...	Fr. 3·00	Fr. 4·50	Fr. 6·00	Fr. 7·50	Fr. 9·00	Fr. 10·50	Fr. 12·00	Fr. 13·50

For any horses above eight in a consignment, one-half the charge as for one horse is made.

The same equivalent reckoning is made for mules, etc., as in Quick transit.

For cattle in the three categories named in the regulations the following rates for Slow transit are charged:—

—	First Category.	Second Category.	Third Category.
	c.	c.	c.
0 to 75 Km., per Km.,	12	18	24
76 to 150 Km., per Km. added,	9	13·5	18
151 to 200 Km., per Km. added,	6	9	12
201 to 400 Km., per Km. added,	4	6	8
Station Terminal, ..	Fr. 3·00	Fr. 4·50	Fr. 6·00

For any number of "Units" in a wagon-load in excess of 100, a charge equal to ½ per cent. of that for the third category, as above, is made.

Under each of the foregoing scales of rates the minimum charge is as for 5 Km.

655. Special tariffs. There are no special rates, other than those given herein for exhibition animals, shown in the tariff books obtained.

655a. Tariff of accessory fees. Registration fee—charged per consignment, . 20c.
Interest in Delivery—fee charged per indivisible Fr. 500 of interest declared, . . Fr. 1.00

GERMANY.

GENERAL REGULATIONS.

656. Acceptance for transit. The forwarding of live animals cannot be refused in so far as:—

1. The forwarding conditions applicable and other general regulations of the railway have been complied with.

2. The forwarding is possible with the ordinary means of transport.

3. Circumstances which may be regarded as superior force do not prevent forwarding.

657. Rates for stall wagons. The regulations as to freight on horses conveyed in private stall-wagons apply also to the forwarding of horses in stall-wagons belonging to the railway, but if the exclusive use of such wagon is required, freight is charged on the total number of stalls in the wagons.

658. Rates for animals in cages, boxes, &c. Provided the rate per load (in the case of breeding animals 70 per cent. of the rate per load), according to the animal tariff, is not cheaper, the following charges are calculated:—

(*a*) For breeding animals, 70 per cent. of Quick (or Fast) small goods rate.

(*b*) For other animals, including wild animals, the full Quick (or Fast) small goods rate.

The minimum amounts fixed for Quick (or Fast) goods are also calculated in the cases of breeding animals.

Germany—*continued.*

659. Transport of owner's tackle. Tackle is carried free on the outward journey and also returned free on condition that the articles are marked with owner's name and station, are noted in the way-bill, and are consigned as Slow goods immediately after removal of the animals at destination. The burden to be loaded in each wagon includes tackle and must not be exceeded; no liability is undertaken by the railway for loss, damage or delay on return journey. If there is any delay about consigning the tackle back, proof must be given of its having been used on outward journey. Tackle marked as described may be sent free to the station whence the animals are to be forwarded, returning with them. No storage fee is charged on it while waiting for the consignment of animals.

660. Loading and unloading accommodation. According as stations are intended, under the terms of the tariff, for cattle traffic to a limited or unlimited extent, they must be supplied with apparatus enabling the animals to be properly loaded and unloaded according to the terms of consignment.

On the surface of wooden loading platforms must be fixed, at suitable intervals, narrow laths with rounded edges to ensure secure footing for the animals. The surface of permanent platforms must not slope more than 1 in 8, that of moveable apparatus not more than 1 in 3.

Loading gangways must be sufficiently wide and provided with protective rails of at least 20 cm. in height at both sides, and with laths as for loading platforms. Measures must also be taken to prevent animals being forced off at the sides.

661. Watering and feeding accommodation. At stations where there is constant heavy cattle traffic and also at the watering stations or in the neighbourhood of the same, enclosed spaces (called "bays" or "bawns") for the temporary accommodation of cattle must be provided, and an adequate proportion of them must be covered in. These enclosures to be provided by the railway must contain fountains or have the water laid on, and must contain such appliances as will admit of tying up, feeding and watering the animals. They must be sub-divided into compartments in which animals of different species can be separated, and also large animals (horses, colts, ponies, cattle, mules, asses, and the like) from small animals (pigs, calves, sheep, goats, dogs, poultry, and the like); this condition does not apply to mother animals suckling their young. The floor must be so constructed that thorough cleansing is possible.

662. Stabling animals. For the temporary housing of the animals in covered yards a forage fee fixed in the tariff may be charged. This fee covers the use of appliances for feeding and watering the animals.

663. Wagons used for animals. Animals must be forwarded in covered wagons or wagons with high sides. In the months of January, February and December open trucks may only be supplied on demand of the sender.

Wagons with several floors may only be used when they have lattice work sides; the latter must contain a sufficient number of thick boards or be provided with solid doors so that the animals are protected from draughts from below, and that dung and straw cannot fall out.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

The lower body of the wagon only may be used for carrying single animals which have fallen ill during the journey.

The clear width of wagons used for carrying large animals must be at least 2.60 metres.

When covered wagons are used to carry cattle, such wagons are to be selected as have, on the sides or fronts, two openings (which can be closed at will) of at least 0.40 m. by 0.30 m., and the doors of which are provided with apparatus which enables them to be left open to the extent of 0.35 m. in the case of large and 0.15 m. in the case of small animals. If the doors remain open during the journey, the openings must be protected by boarding of 1.50 m. in height or by a lattice work frame.

Open wagons, when used for carrying large animals, must have sides of at least 1.50 m. above the level of the floor, and when used for carrying small animals the sides must be at least 0.75 m. in height.

Appliances for tying up the animals, such as iron rings, etc., must be fitted in the wagons.

The loading area in square m. of every wagon to be used for carrying animals must be painted outside, and in the case of double floored and sub-divided wagons in such a way that the area of each compartment is plainly shown.

As regards old wagons, variations from the foregoing conditions as regards construction may be sanctioned by the National Inspection officials, with the approval of the Imperial Railway Office.

664. Receptacles for small animals.

Cages, boxes, baskets, sacks or other receptacles used for conveying animals must be sufficiently roomy and airy. Animals may not be delivered gagged for transit.

Cages, etc., must have a thick floor and solid walls up to a height which will prevent the wagon being soiled by dung or straw. Receptacles consisting altogether or in part of lattice, must be so constructed that the animals cannot force parts of their bodies through, and so high that the animals can easily stand upright therein. Cages, etc., after use, may not be used again unless after a thorough cleansing. Further, all cages, etc., to be used on journeys which will probably last more than thirty-six hours must be provided with suitable arrangements for watering, and, in the case of small animals, for feeding, unless the sender has provided otherwise for feeding and watering at stations *en route*. The floor of receptacles must be covered with straw, hay, sand, peat litter or shavings. In loading, care must be taken that sufficient fresh air can penetrate to the receptacles; in particular, other goods may not be placed on top of cages, boxes, baskets, etc., and the latter may not be placed one on top of the other unless, by an arrangement of laths or the like, an open space of at least 3 clear cm. is kept between the floor of the upper and the cover of the lower receptacle.

665. Overcrowding of animals.

In fixing the greatest number of animals to be loaded in a wagon, it is laid down, as a rule, that large beasts shall not stand pressed against each other and against the walls of the wagon. This is held to be complied with when a man can move about among the animals when loaded. In the case of transverse loading, sufficient room must be left between the animals and the walls of the wagon in order to avoid injury by rubbing to the heads or tails of the cattle. Small animals must be allowed room enough to lie down. The decision as to whether these conditions have been fulfilled rests with the station officials then on duty.

Large and small cattle and animals of different species may only be loaded in the same wagon when each species is separated from the other by railings, boards, or lattice work. The foregoing limitations do not apply to the carriage of mother animals suckling their young.

The floors of open wagons and covered wagons with lattice work walls may not be strewn with inflammable material.

666. Method of conveyance

Live animals are forwarded in cattle trains, goods trains, and passenger trains to be specified by the railway authorities.

Cattle trains must travel over sections of the line which have a large regular traffic in cattle on certain

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

days to be announced by the railway authorities (at regular intervals), or according to requirements and in accordance with the service fixed for each time-table period; they must be so arranged that the time of waiting for cattle to and from connected lines is limited as much as possible. In drawing up the time-table, a delay at the watering stations sufficient to water the cattle must be arranged.

667. Special trains.

If so many cattle are to be forwarded that twenty axles are required, then, in the absence of other opportunities of forwarding, a special cattle train must be sent off.

668. Speed of cattle trains.

The average speed of cattle trains, apart from the power of the National Inspection officials to sanction other arrangements, must not be less than 25 km. per hour. If the traffic regulations of the main lines or service of trains on branch lines present any obstacle to this speed, the latter must be reduced accordingly.

The delays to be provided at watering stations are not taken into account in calculating the average speed.

669. Watering and feeding during transit

All animals, the forwarding of which from departure station to destination takes more than twenty-four hours, must be fed and watered by sender before loading. In the case of journeys of more than thirty-six hours, animals must be fed and watered, at latest, after the lapse of thirty-six hours, the animals being unloaded for the purpose. Unloading and reloading of the animals rests with the sender; when these operations, by request of the sender, are performed by the railway, or when the latter's staff help in the work, the usual fees may be charged. The further carriage of the animals may not take place until after the lapse of at least six hours.

670. Watering and feeding stations.

For the feeding and watering of these animals certain stations are to be provided with the necessary appliances as required. These stations (so-called watering stations) are fixed by the Imperial Railway Office after consultation with the Federal Governments concerned and are to be published in the tariffs.

671. Shunting of loaded wagons.

Shunting of wagons loaded with animals must only be effected in case of the most urgent necessity, and violent bumping must be absolutely avoided.

672. Handling of receptacles containing small animals.

A receptacle containing animals must not, during loading or unloading, be knocked, thrown, or tossed about.

673. Lamps for attendants at night.

When animals are carried by night, the attendants accompanying them must be provided with good lanterns. The use of highly inflammable oil, such as petroleum, etc., is forbidden.

GENERAL TARIFF CONDITIONS FOR LIVE ANIMALS.

674. Acceptance for transit.

Live animals are only accepted for transit when forwarding by the regular means of conveyance is possible.

675. Sick animals.

Transit of sick animals may be refused. The exclusion of animals from transit on account of the risk of spreading disease is governed by the existing sanitary regulations.

676. Attendants with animals.

In forwarding live animals, the management of the railway may require them to have an attendant. Attendants must, unless the stationmaster permits exceptions to be made, take their places in the cattle-wagon and superintend the animals during transit. When straw, hay, or other inflammable stuffs are in the wagons, smoking is forbidden therein, nor may lighted cigars or tobacco pipes be taken into them. In the case of small animals, no attendant is required if they are handed in in portable properly closed cages.

Large animals in wagon-loads are only accepted with an attendant; at least one attendant must be sent to every three wagons in a consignment. In the case of small animals (pigs, calves, sheep, goats, geese, etc.)

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

in wagon-loads and in the case of separate animals, large or small, the presence of an attendant is left to the option of the forwarding station.

When several wagons of different consignments from one sender consigned to the same station are collected during the journey into one train, then a number of the attendants may be withdrawn, provided that not more than three wagons fall to the care of each remaining attendant. The difference of fares will be returned afterwards on demand.

677. Non-liability of Railway. The liability of the railway for loss or damage is not affected should the presence of an attendant be dispensed with. In particular, the railway does not undertake any liability for damage which would not have occurred had an attendant been present.

678. Conveyance of attendants. One attendant will be allowed at the rate of 2 Pf. per kilometre for every consignment, and for every wagon if the consignment consists of several. The attendants must travel in the cattle wagons. Should this not be necessary or not feasible, they will be carried, at the option of the railway authorities, either in luggage vans or in goods wagons or in a compartment of the lowest class in the train.

So far as space admits, attendants beyond this number are allowed to travel in goods, express and cattle trains. When passenger compartments are required they must pay the fare of the class in question. Otherwise, they are charged at the rate of 2 Pf. per kilometre and are given a place in the luggage or goods van, unless they prefer to travel in the cattle wagon.

679. Loading and unloading of animals The sender must himself undertake to load the animals into the wagons, and also to see that they are safely secured and to provide the necessary materials for securing them. The receiver must unload.

680. Fodder for animals in transit. The food required for the animals during transit, and the implements necessary for feeding them, also the gear used in transferring the animals, even though it be taken off them while in the wagon, and the hand luggage of the attendants will be forwarded free in the cattle wagons. These matters must be seen after by the attendants themselves. Other luggage or goods may not be placed by the sender in the wagons loaded with cattle, but must be handed in for regular despatch at the station of departure. When handed in as express goods, articles of this kind will, when requested, be sent on, if possible, by the trains used by the cattle. When goods or luggage are taken contrary to regulations, then double the express freight for the distance over which they are carried is to be charged, and if the name of the station where they were taken in cannot be ascertained, then double the express freight for the whole distance travelled by the cattle is to be charged.

681. Watering of animals. By desire of the sender, water will be held in readiness for the animals at convenient stations on payment of a telegram fee of 25 Pf. per consignment for every preliminary notice, and a further fee of 1 M. per wagon for supplying the drinking water, provided the train waits long enough to allow of the animals being watered.

The stations convenient for watering the animals must be ascertained at the station of departure.

682. Disinfection of wagons. For the disinfection of railway wagons which have been used for the transport of horses, mules, asses, cattle, sheep, goats, pigs, and of the implements used in transit, disinfection fees as follows are charged:—For a single-floored wagon, 1 M.; for a double-floored wagon, 2 M.; but for separate consignments of small animals, 10 Pf. per head, with a maximum of 50 Pf. per consignment.

683. Payment of freight. In the case of consignments of animals sent on despatch notes or luggage bills, the fare must always be paid at the place of departure and payment on delivery is not allowed. In the case of consignments on way-bill, it is left to the judgment of the railway to allow consignments to be accepted not prepaid and carriage forward and to fix the conditions under which this is admissible.

These conditions are to be ascertained at the forwarding station.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

684. Littering materials. In accordance with the Working Regulations the following are to be regarded as inflammable materials and must therefore not be used for littering animals in transit in open wagons:—straw, chaff, and litter in the nature of grass; on the other hand, moist sawdust, with or without a mixture of sand and turf litter, if previously moistened with water, may be used. Among open wagons within the meaning of this regulation are included wagons which, though they have a solid roof, have sides composed of laths (double storied wagons).

685. Method of despatch. Animals are despatched in accordance with the tariff and on the basis of a despatch note drawn out by the railway and handed to the sender, or on the basis of a way-bill.

The office at which delivery and despatch are effected depends upon the arrangements of the forwarding and receiving railway.

Animals unaccompanied are only sent with way-bills, unless handed in as luggage.

The number of animals consigned is to be stated on the despatch note or the way-bill.

In accordance with the regulations laid down by the various railway administrations, either passes, special permits, or railway tickets constitute the authority of attendants to travel.

Breeding animals must be consigned on a special form, for which a charge of 1 Pf. each or 75 Pf. per 100 is made.

686. Acceptance for transit The railway is bound to announce by what trains the transit of animals is effected. The acceptance of separate consignments depends upon the room available.

Information as to the trains by which consignments are ordinarily sent, according to their nature and the direction to be taken, can be obtained at the railway stations.

In the case of trains not adapted for the carriage of animals or for the kinds of animals in question, the railway may, on request of the sender (and at intermediate stations, of the accompanying attendant) permit the carriage of animals in such trains if they see fit, on payment of an additional freight fee of 50 per cent.

The request is to be put down on the way-bill or despatch note or otherwise put down in writing. If not confined to certain specific trains or routes, the following entry is to be made: "Entitled to travel in trains at excess rates."

The railway may rule that the acceptance of live animals may not be allowed on Sundays and holidays or only at certain hours.

On Sundays and holidays no animals will be accepted for transit. Exceptions to this rule may be sanctioned by the authorities of the forwarding railway.

Animals must be brought in good time to the railway station, some of them at least one hour before departure of the train.

687. Removal of animals. On arrival at their destination the animals will be delivered over to the consignee on receipt of his note of acknowledgment and on the despatch note or way-bill being handed over. Animals must be unloaded and driven away at latest two hours after they are placed in readiness and after the expiration of the time required for any business connected with the Customs or Revenue offices.

688. Stallage fees After the period above defined, the railway is empowered to stable the animals at the cost of the sender. Stallage per head and every hour begun is charged as follows:—For horses, ponies, but not foals, 50 Pf. each. For oxen, cows, bullocks, heifers, foals, and asses, 10 Pf. each. For smaller animals, 5 Pf. each.

689. Demurrage fees. Should it be possible to allow animals not removed within two hours to remain in the wagons at the station, demurrage per wagon and per every twenty-four hours begun is charged as follows—For the first twenty-four hours, 2 M. For the second, 3 M., and for every additional twenty-four hours, 4 M.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

690. Ordering of wagons.

Orders for wagons for the carriage of live animals are to be directed, as a rule, in writing, to the station in which the loading is to take place. In the order, which is to be dated and signed, the number and kind of wagons, covered or open, stall, cattle or double-floored wagons, the destination, day, and if possible, the hour of loading, as well as the number and species of the animals and the size of the wagons are to be stated.

If the sender requires the exclusive use of a wagon for the transit of single animals, this must be declared in writing, if possible, when the order is given.

See the Accessory Fees Tariff for (*a*) fees for carrying out supplementary instructions and (*b*) fees for recession from contract on account of an impediment in the transport.

691. Conveyance time limit for animals.

The delivery time limit comprises the time of despatch and transit taken together, and may not exceed

1. Time of despatch, ... 1 day.
2. Time of transit for every 300 kilometres begun, ... 1 ,,

The time limit begins with the midnight following the stamping of the way-bill or issue of despatch note, and is deemed to have been observed when the animals are placed in readiness for removal at their destined station within that period.

The course of the delivery time limit is interrupted (in addition to the cases provided for Customs or Police formalities) during the stay of the animals at the drinking stations and also during veterinary inspection of the animals.

692. Applicability of goods regulations to transit of animals

In other respects the provisions as to regulations for the conveyance of goods apply to the transit of animals.

A declaration of interest in delivery of animals sent with a despatch note is of legal effect only when the declaration is entered on the despatch note by the despatching office of the departure station. The fees for such declaration are 0.2 Pf. per 10 marks and 10 Km., uneven amounts being rounded off to the 10 Pf. above, with a minimum charge of 40 Pf.

693. Principle on which freight is calculated

Freight is calculated according to the loading area of the wagons used (loading rate) or according to the number of head loaded into one wagon (head rate), whichever is the cheaper.

When head rate is reckoned, the railway has the right to load several suitable consignments (also goods and luggage) into the one wagon.

If wagons are ordered for the exclusive use of single animals, then the full loading freight (70 per cent. of the full loading freight in the case of breeding animals) is charged.

If a consignment consists of animals subject to different tariffs, then separate calculations are made out according to those tariffs, if, for the animals under the highest tariff, the head rate for all the animals or the full loading freight does not work out cheaper. Breeding animals will, in this case, be deemed a special tariff class.

If wagons are ordered for the exclusive use of animals, then, if animals under different tariffs comprise the consignment, the full loading freight (70 per cent. of it in the case of breeding animals) according to the highest tariff to which any of the animals are subject is charged.

In calculating the freight, no regard is paid to whether open or covered wagons are used.

The use of wagons with several floors cannot be allowed for the transit of individual animals.

Both freight and attendant's fare will be rounded off, once for every consignment, to the even 10 Pf., sums under 5 Pf. not being counted at all, and of 5 Pf. or upwards at the full 10 Pf.

694. Rates for wagon-loads.

The loading rate is divided into the following classes:—

L 1, for horses and ponies, but not foals.

L 2, for other large animals, such as cattle, mules, asses, foals (horses up to one year) and the like, and also small animals, such as pigs, calves, sheep, goats, dogs, geese, etc., in wagons with one floor.

L 3, for small animals in wagons with several floors.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

When a wagon of a different loading area is used to that ordered, freight is calculated according to the loading area of the wagon used.

Fractions of a square metre are rounded off to the full sq. m., space up to ·50 sq. m. not being counted at all, and over that being counted as the full sq. m.

When several wagons are used for one consignment the fractions of a sq. m. are rounded off for each wagon, except as hereinafter provided.

When double-floored wagons with apparatus for altering the loading area are used, then freight is calculated at the loading rate of Class L 3 for the area of the compartments used. The area limits of the wagons are marked on the outside of the latter; loading otherwise than within these limits is forbidden.

If, for the transit of horses and large animals, wagons are used in which, by reason of the position of the brake box, the full area cannot be utilised, then freight is calculated on the loading area less 2 sq. m., unless the loading area for horses and other large animals is not specially indicated on the wagon.

When a wagon with several floors is supplied instead of the single-floored wagon ordered, then the rates for a single-floored wagon are charged; in this case only the lower space may be loaded.

When several single-floored wagons are supplied instead of double-floored wagons ordered in good time, the loading area of the wagons supplied will be added together and not rounded off, the sum halved and the result rounded off, space over 0.50 sq. m. being counted as a full sq. m., for the area so arrived at the loading rate for double-floored wagons will be calculated.

When only one single-floored wagon is sent instead of one double-floored wagon, the freight for single-floored wagons is charged.

695. Head rates.

Head rate is divided into the following classes:—

S 1, for horses and ponies, but not foals.

S 2, for other large animals, cattle, mules, asses, foals (horses up to one year) and the like.

S 3, for calves (up to six months), pigs, sheep, goats and dogs.

S 4, for sucking pigs, lambs, kids, and other small animals (each one not weighing more than 35 kg.).

The head rate for small animals (S 3 and S 4) will be charged when they are forwarded in certain trains, of which notice will be posted at the stations. When individual small animals are sent in trains reserved for the transit of large animals, at least the freight for one large animal (S 2) will be charged.

696. Special rates for breeding animals.

For breeding animals, only 70 per cent. of the wagon rate or head rate is charged, whichever is the cheaper.

When for small animals at least the freight for one large animal is to be charged, then, in the case of breeding animals, only 70 per cent. of this minimum freight is to be reckoned.

Any minimum special rates provided are to be charged in full for breeding animals.

The reduction to 70 per cent. of full rate is limited to:—

Horses, cattle, pigs, sheep and goats without any restriction as to age.

Breeding animals are deemed to be such systematically bred animals as are suitable or will be suitable on reaching maturity, for the purpose of continuing their own race (or species) or of improving the breed.

The reduction is allowed in the following cases:—

1. When the animal is travelling to serve or be served or is being sold for one of these purposes.

2. When the animal at its destination is to be exhibited at inspections, shows, trials (except races), sales of breeding animals or markets which are organised or initiated by the authorities or by associations for the purpose of promoting the good breeding of animals.

3. When the animal at its destination is to be turned out on grass.

4. When the animals sent under the conditions of 1, 2 or 3 are sent home again.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

Where breeding associations or private breeding establishments exist, which are empowered by the central agricultural authority (Board of Agriculture, etc.) at the place of departure to award certificates, the reduction is granted on the certificate of the breeding association or private breeding establishment showing that the animal is entered on their stud books, either independently or with its dam. The certificate may consist of an extract from the stud book.

In all other cases the reduction will be based upon a certificate as to the character of the animal carried as a breeding animal, issued by the central agricultural authority of the place of departure, or by an agricultural society empowered to issue certificates, or by an official veterinary surgeon. In the case of consignments coming from a foreign country, this certificate may be issued by the agricultural association or official veterinary surgeon at the frontier station competent to do so.

Moreover, in the case of stud horses, the reduction is made on presentation of a certificate as to the character of the animal as a breeding animal, issued by the authorities of a Government stud or by the Secretary of the Union Club in Berlin.

In addition to the certificate mentioned above, the consignor must hand in at the despatching station a signed application for the reduction in the form prescribed in an Appendix to the General Regulations in which is stated the species, race (breed), sex, colour, age, and peculiar characteristic of the animal, and also the purpose for which it is being sent by rail. The application form may also be used for the certificates above referred to.

When the necessary information (application and certificate) cannot be supplied at the station of departure, the full freight is charged. The difference in freight is refunded to the consignee if within three months after the completion of the railway transit he makes an application for refund to the railway authorities of the arrival station, accompanied by a signed declaration and a certificate in accordance with regulations already defined. Proof of the animal being a breeding animal may also be supplied in such cases by a certificate issued by the central agricultural authority at the station of arrival, or by an agricultural association authorised by it.

If improper advantage is taken of the reduction in rate, the difference in freight is to be collected and excess freight to the amount of double the difference to be paid.

697. Special rates for horses and foals going to pasture.

For the transit of horses and foals going to pasture and thence back to the station of departure, only 70 per cent of the loading or head rate is charged, whichever comes cheaper.

In consigning the animals a certificate is to be presented from some central agricultural authority (Board of Agriculture, etc.), or from some agricultural society empowered by the former to issue certificates, to the effect that the animals are pasture animals.

In the case of an improper use of the reduction, the provisions as to excess freight and penalty come into force.

698. Private horse boxes.

Private animal wagons are wagons specially fitted up for the transit of certain animals, for the use of the private individuals whose names are painted on the wagons. Permission to store such a wagon lies with the railway administration in whose wagon-shed the wagon is to be housed.

Private animal wagons are only allowed for the carriage of horses (private horse boxes).

699. Special rates for horses in private boxes.

For horses travelling in private boxes, the special rates contained in the tariff will be charged. They are classified as follows:—

For 1 animal.
For 2 animals travelling in one wagon.
For 3 animals travelling in one wagon.
For every additional animal travelling in the same wagon.

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

Seventy per cent. of the freight according to the last section is charged for stud horses and foals if they are accompanied on consignment by the certificates prescribed.

700. Freight charged for empty horse boxes.

Empty private animal wagons are forwarded free. Freight is, however, charged for the transit of empty wagons for purposes of storage or change of station.

701 Freight charged for additional animals loaded during journey.

If a consignor is permitted to load some additional animals to his consignment during the journey, then the freight for the additional animals is calculated separately, unless the reckoning for the original number to the intermediate station and the further reckoning for the final number comes cheaper.

702. Freight in case of unloading of portion of consignment during journey.

If a consignor is permitted to unload a portion of his consignment during the journey, freight is counted as follows:—

(*a*) For the unloaded animals, freight from the station of consignment to the intermediate station; and

(*b*) For the remaining animals, the freight from the station of consignment to the destination.

If the freight for the total number as far as the intermediate station and for the remainder thence to the destination works out cheaper, then the latter reckoning is adopted.

Tariff of Accessory Fees not already defined.

703. Fees for executing supplemental orders.

The charges made in addition to the freight for the distance travelled by the consignment are:—

1. When freight is reckoned per head,
   (*a.*) Horses and ponies, ... 50 Pf.
   (*b.*) Large animals (cattle, mules, asses, foals, etc.), ... 30 Pf.
   (*c.*) Pigs, calves, sheep, goats, dogs, . 10 Pf.
   (*d.*) Sucking pigs, lambs, kids, and other small animals, ... 5 Pf.

2. When freight is reckoned per wagon, 5 M. per wagon.

The expenses are not charged when, in delivery of a consignment to a consignee other than the one named, the destination remains unaltered, or if the consignment is sent carriage paid from the destination, or an intermediate station to the sending station again, or to another station.

704. Additional fees arranging transport and unloading in case of difficulties in transit.

In addition to the freight for distance travelled by the consignment:—

1. For horses and large cattle, per head, 30 Pf.

2. For small animals, per head, . . 5 Pf.
   Maximum for one wagon, . . 3·00 M.

705. Accessory fees, general regulations.

1. The minimum accessory fee collected is 10 Pf.; when this amount is exceeded (apart from the case of excess freight for declaration of interest on delivery), amounts under 5 Pf. are not taken into account, and amounts of 5 Pf. upwards are counted as 10 Pf.

2. When, from reasons connected with traffic, goods have to be transferred from one wagon into several wagons, accessory fees for one wagon only are charged.

3. When several single-floored wagons are supplied instead of one double-floored wagon, accessory fees for one double-floored wagon only are charged.

4. Variations from the conditions and rates of the foregoing tariff are published in the local tariffs, or by notices posted in the despatching offices.

LIVE STOCK TRAFFIC—*continued.* Germany—*continued.*

Tariff for Live Animals on Prussian State Railways.

706. Rates for truck loads.

The loading rates, which comprise distance rates and consignment fees, are calculated as follows:—

(*a*) Distance rates per sq. m. and km.

CLASS OF LOAD.							
L 1.	L 2.			L 3.			
Horses and ponies, but not foals.	*Other large animals*, such as cattle, mules, asses, foals (horses up to one year), and the like; also *small animals*, pigs, calves, sheep, goats, &c., in *single-floored wagons.*			*Small animals in double-floored wagons.*			
East (the distances marked red on the map and eastern connections).	*West* (the distances marked black on the map and western connections).	For distances of		Added to the rate for	For distances of		Added to the rate for
Pf.	Pf.	Km.	Pf.	Km.	Km.	Pf.	Km.
2.5	3	1-100	2	—	1-100	2.67	—
		101-200	1·75	100 (200 pf.)	101-200	2.33	100 (267 pf.)
For traffic between East and West, see note on pp. 41, 42 of the Tariff.		201-300	1·5	200 (375 pf.)	201-300	2	200 (500 pf.)
		301 and upwards.	1	300 (525 pf.)	301 and upwards.	1.33	300 (700 pf.)

(*b*) Consignment fees for all classes: per square metre. . . . 40 Pf.

Example:

1 double-floored wagon of small animals (L3), 22 sq. m. loading area, sent 500 km.
22 times 10.06 M. = 221.32 M.

Total freight (rounded off and including consignment fees) = 221 M., 30 Pf.

707. Head rates.

The head rates, which consist of distance rates and consignment fees, are calculated as follows:—

CLASSES:														
S 1.				S 2.			S 3.			S 4.				
Horses, ponies, but not foals.				Other large animals (cattle mules, asses, foals, &c.).			Calves (up to six months), pigs, sheep, and goats.			Sucking pigs, lambs, kids, and other small animals (not more than 35 kg. each).				
Distance rate per km.		Consignment fees.		Distance rate per km.		Consignment fees.	Distance rate per km.		Consignment fees.	Distance rate per km.			Consignment Fees.	
For one animal.	For each additional head.	For the first 4 head, each.	For each additional head.	For one animal.	For every additional head.	For every animal.	For the first 10 head, each.	For every additional head.	For every head.	For one animal.	For each additional head up to 10.	For every 5 additional head.	Up to 10 head each.	For every additional 5 head.
In Pfenninge.														
20	5	100	80	10	3	60	2	1	20	2	0.5	1.5	10	50

The minimum freight for each class is:—

Class S 1, ... 3 M.
Class S 2, ... 2 M.
Class S 3 and S 4, ... 30 Pf.

Example:—

19 sucking pigs (S. 4) sent 500 Km. 500 times 9·5 Pf. = 4,750 Pf.
Consignment fee, . . 200 Pf.

Total freight = 4,950 Pf. = 49.50 M.

708. Rates for animals in stall wagons.

(1.) Horses, etc., in specially constructed wagons are subject to the following special rates:—

Distance Rate per Km.		Consignment Fee.
For One Head.	For each additional Head loaded in a Wagon.	Per Head.
30 Pf.	1 Pf.	1 M.

(2.) The minimum freight is 3 M. per consignment.

709. Special rates.

For cattle (including calves), sheep, and goats in wagon loads, *from* all stations in Silesia in the administrative districts of Breslau, Kattowitz, and Posen *to* given stations, the total rates, provided they apply only to the above-mentioned species, will be reduced as follows:—

For cattle (including calves) by 25 per cent.
For sheep and goats by 50 per cent.

For pigs in wagon-loads *from* all State railway stations in the provinces of Silesia, Posen, Brandenburg, Pomerania, East and West Prussia to given stations, the total rate will be reduced until further notice by 50 per cent.

The pigs must be unloaded at the receiving station, and driven away from the railway station, or be brought to the slaughter-house.

710. Transit in unusual trains.

The excess freight charged for the use of trains not intended for carrying any animals or the particular kind of animals in question amounts to 50 per cent. of the distance rate; the consignment fee is not increased

LIVE STOCK TRAFFIC—*continued.*

Germany—*continued.*

Supplementary Tariff of Accessory Fees.

711. Disinfection fees.

The disinfection fee for wagons disinfected at the following stations:—Berlin central cattle yard, Breslau cattle yard, and yard for non-fat cattle (Magerviehof, lit, "thin cattle yard").

(*a.*) For one single-floored wagon, . . 2 M.
(*b.*) For one double-floored wagon, . . 3 M.

When several single-floored wagons are supplied instead of one double-floored wagon ordered in good time, the fee under *b.* will be charged, 3 M.

The disinfecting fee charged for wagons unloaded on the Dessau-Worlitz Railway and disinfected at the State Railway station at Dessau is—

(*a.*) Per wagon, ... 1·50 M.
(*b.*) For small animals in separate consignments, per consignment, . . 1 M.

Fee for disinfecting wagons on the Eisern-Siegener line is—

(*a.*) For one single-floored wagon, . . 1·50 M.
(*b.*) For one double-floored wagon, . . 3·00 M.

In the case of small animals in separate consignments, per head, 20 Pf. Maxmum per consignment, 1 M.

In traffic with Berlin central cattle yard, Breslau cattle yard, and "thin" cattle yard, the disinfection fee for wagons is, however, generally collected at the sending station. The fee for disinfection requested by the consignor before loading the wagons is also collected at the sending station.

Stallage. Demurrage.

712. Stallage fees.

Temporary accommodation of cattle, to be immediately forwarded by rail or which have just arrived by rail, in stations or their neighbourhood or in the closed and covered premises attached to the drinking stations Myslowitz, Schneidemuhl, Schoppinitz, is *free of charge, provided the cattle do not remain for longer than twelve hours in those premises.* If they remain longer than that time, then stallage per head and per twelve hours begun is charged for the additional period as follows:—

(*a.*) For horses and other large animals, 10 Pf.
(*b.*) For small animals (pigs, sheep, calves, goats, lambs, etc.), . . 2 Pf.

Minimum fee for the total number of animals housed at once, 1 M.

713. Watering animals.

For watering the cattle, fees will be charged without distinction between part and full loads for each wagon, and the amount of these fees is posted up in the various stations.

HOLLAND.

The transport of live animals is carried out in accordance with the statements for the transport of goods, in so far as those are applicable to this transport, and when the following special statements do not affect it. Also the additional statements—in *general* as well as *special*—for the transport of goods, hold good for the transport of live animals, in so far as they can be applied to this transport, and they have not been affected by the following statements:—

714. Acceptance for transport.

Live animals are only accepted for transport from and to stations indicated for that purpose in the tariffs.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

Each consignment must be accompanied by a bill of lading, signed by the sender in the prescribed form.

Forms of bills of lading can be obtained at the stations.

With live animals, which in consequence of general, provincial, or municipal regulations may not be transported except when accompanied by certain documents, the consignor is obliged to hand over these papers at the station of departure together with the bill of lading, in which latter they must be set out; he is responsible for the completeness and validity of these documents. All expenses which may eventually occur in consequence of their incompleteness or invalidity must be borne by the consignors, and the owners of the animals are always responsible for this.

715 Cleaning and disinfecting.

Consignors of horses and cattle must pay for the cleaning and disinfecting of the wagons, as mentioned in the general tariff of additional expenses.

716. Exclusion of diseased animals.

The Secretary of the Board of Works is authorised, in case of murrain, to stipulate that in certain stations to be indicated by him, no cattle at all may be accepted for transport, or only on conditions to be settled by him.

Diseased animals, and animals coming from places where murrain is epidemic, are not accepted for transport.

The Secretary of the Board of Works is authorised, having heard the directors of the railways, to grant exemption from this prohibition in favour of scientific experiments.

717. Loading, unloading, fastening, and unfastening of animals.

Loading, unloading, fastening, and unfastening the animals has to be done by, and on the account of, and at the risk of, consignors or consignees. The consignor is obliged, before the train starts, to make sure that the animals he is sending away are properly fastened, and everything required for this purpose must be provided by him.

In each wagon as many animals may be loaded as possible without harming the others, and without exceeding the carrying power of the wagon. If there is a dispute about the number of animals allowed to be loaded in one wagon, the railway official on duty decides.

Unloading and loading again at an intermediate station of animals which are destined for a more distant station is forbidden, but can, at the request of the parties concerned, and for special reasons in exceptional cases, be allowed by the stationmaster of the intermediate station, on the temporary surrender of the coupon of the bill of lading given to the attendant.

718 Attendants with animals

In all cases of transport of live animals other than those packed in baskets, boxes, etc., the directors of the railway company have the right to exact attendance.

When the stationmaster does not allow an exception to the rule, the attendants must take their places in the wagons in which the animals are loaded, and keep guard over them during the transport.

If the transport takes place with attendance, the name of the attendant is filled in by the consignor or the consignee on the bill of lading itself as well as on the coupon.

With consignments consisting of one or more wagon loads, free transport is granted to an attendant for each wagon-load, either in the cattle wagon, or in a third class compartment—save the following exception for the attendants of horses in horse boxes—at the discretion of the stationmaster.

If the attendants want a place in a higher class carriage, they must pay the full fare for it.

Free transport is granted to the attendants of horses in horse boxes, only when they actually travel in them.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

If the transport takes place without attendance, the way-bill must contain clear and exact information as to the consignee and the place of destination, and also the words "Station Restante."

Further, the consignor is obliged to warn the consignee of the consignment, in order to enable the latter to receive the consignment immediately after the arrival of the train.

719 Watering animals.

For watering the animals there must be, if necessary, at the stations indicated by the Secretary of the Board of Works, after having consulted the directors of the railway company, pails and water at the disposal of the attendants. The rate of payment for the use of pails and water is set forth in the tariffs.

720. Return of animals when transport temporarily stopped.

When the transport along the railroads is temporarily stopped by unavoidable circumstances or by accident the consignor or the attendant may demand the return of the live animals, but is obliged to pay the railway company if the delay is not their fault, besides the fare for the distance covered, the costs of the preparations for unloading according to the "General Tariff of additional expenses."

If the consignor, excluding the above-mentioned cases, desires the return of the live animals at an intermediate station of the way to be covered, and the railway officials grant his desire, then, besides the fare due for the way already covered, he must pay a penalty settled in the General Tariff for additional expenses.

721. Acceptance of horses for transit.

The number of horses that may be transported by a train is settled by the directors of the railway company, who also indicate the trains by which this transport may take place. Other trains can also be indicated for this transport by the Secretary of the Board of Works after having consulted the directors of the railway company.

722. Mode of conveyance.

The transport takes place in horse or cattle trucks or in horse boxes, and further in freight, mixed, or passenger trains. Transport by express train never takes place.

On the notification of the trains by which the transport can take place, the number of horses and foals that can be transported by it is stated.

723. Horses of different consignors loaded together.

The railway company has the right to place the horses of different consignors together except when the contrary has been expressly desired, in which case the freight for the whole wagon will be charged.

724. Payment of freight.

The freight for horses has to be paid at the station of departure on exchange for a receipt.

725. Despatch of horses.

If the horses have been loaded at least *one* hour, in case of a passenger train or a mixed train, and at least two hours, in case of a freight or cattle train, before the departure of a train indicated for such transport, and the freight due for the transport has been paid, the transport has to take place by this train, except when through this the maximum number of units allowed for the train should be exceeded. When the train starts in the night or in the morning before seven o'clock notice of the intention of despatching must have been given the preceding evening before eight o'clock.

Consignments for intermediate stations must be arranged beforehand with the stationmaster.

726. Application for boxes.

Horse boxes must be applied for at the principal stations at least 48 hours, and at the intermediate stations 72 hours, before the departure of the train.

For horses transported in horse-boxes or cattle trucks, the stipulations for the transport of other animals hold good in this respect.

Trucks or boxes applied for are placed at the consignors disposal as soon as they arrive, and according to the order in which the applications have been received at the station of despatch.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

727. Security against demurrage.

With requests for boxes the railway company has the right to demand a deposit of Fl. 5 per box.

If the applicant does not make use of the wagons placed at his disposal at the time arranged for, the deposit is not given back to him.

728. Demurrage for delayed loading.

If the loading is not finished and ready for despatch within the time fixed, demurrage on the truck or box is charged according to the "General Tariff of Accessory Fees."

729. Time limits for removal of horses after unloading.

Trucks or boxes containing horses are put ready at the place of unloading within three hours at the most after arrival at the place of destination. The horses are delivered on return of the receipt or on the delivery of the discharge note. They must be taken away one hour at the utmost after the truck or box has been brought to the place for unloading.

730. Expense incurred and demurrage for delay in removal of animals.

After this term has elapsed the railway company is authorised to charge expenses incurred in caring horses, even when the horses remain standing at the station in the open air.

The demurrage for horses that have not been led away within the prescribed time is mentioned in the "General Tariff of Additional Expenses."

The railway company have the right to have these horses unloaded and stabled at the expense and risk of the party concerned.

731. Acceptance of cattle, &c., for transit.

The number of animals other than horses that may be transported by train is fixed by the railway company, who also indicate the trains by which this transport takes place. Other trains may be indicated for such transport by the Secretary of the Board of Works after communication with the directors of the railway. The transport is effected in cattle wagons or in other wagons destined for it, and by cattle, freight, and mixed trains. Transport in passenger trains takes place by exception, transport with express trains in no case.

In the notification of trains by which transport as above may take place the number of animals that may be conveyed by each train is specified.

732. Loading of small animals.

The railway company have the right to load small animals of different senders together, except when the contrary is specially desired, in which case the rate for the whole wagon shall be charged.

733. Payment of freight.

The freight has to be paid at the station of departure against receipt.

734. Despatch of cattle, &c.

If the animals have been loaded at least *one* hour, with a passenger or mixed train, and at least two hours, with a freight or cattle train, before the departure of a train indicated for this transport and the fare for the transport is paid, the transport has to take place by this train, save when through this the maximum number of units allowed for the train should be exceeded. When the train starts in the night or in the morning before seven o'clock, notice of the intention of despatching must have been given the preceding evening before eight o'clock.

735. Ordering of trucks and security against demurrage.

The trucks must be ordered 24 hours in advance. Trucks ordered are placed at the disposal of consignors as soon as they arrive, and in the order in which the requests for them have been received at the station of departure.

With orders for trucks the railway company has the right to ask a deposit of Fl. 2·50 per truck.

If the person ordering the trucks does not make use of them when placed at his disposal at the time fixed the deposit is not given back to him.

736. Demurrage for delayed loading.

If the loading is not finished and ready for despatch within the time fixed, demurrage is exacted according to the "General Tariff of Accessory Fees."

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

737. Time limit for removal of animals after unloading. Three hours at the utmost after having arrived at the place of destination the loaded trucks are put ready at the place of unloading. The animals are delivered on return of the receipt or discharge note. They have to be taken away one hour at the utmost after the loaded truck has been put ready at the place of unloading.

738. Demurrage for delay in removing animals. After this time has elapsed the railway company is authorised to unload the animals and stable them elsewhere at the expense and risk of the consignors, or to demand payment for a caretaker when the animals are allowed to remain in or at the station. The demurrage for animals that have not been taken away within the prescribed time is mentioned in the "General Tariff of Accessory Fees."

739. Animals in baskets, cages, &c. Live animals of small size, shut up by the sender in his own baskets, cages, kennels, or sacks, when the consignment is not offered and freighted as a wagon-load, can be accepted as parcels and transported at a fare calculated for twice the real weight. An exception is made to this rule with reference to solipedous animals, ruminants, and pigs, which can not be treated otherwise than according to the tariff for cattle, except such as for which in virtue of Article 4 of the Royal Decree of May the 26th, 1888 (Staatsblad No. 86) an alteration of Articles 1 and 2 of that Decree is permitted, and which shall be offered for transport in well-kept, clean pens of sufficient space and provided with a waterproof floor. These pens moreover must be provided with fresh straw, and bear the inscription "cattle-breeding"; the capacity of these pens must *not* exceed half a cubic metre (measured on the outside).

740. Liability of railway. The responsibility of the railway company for loss of or damage to horses and other living animals accepted for transport is regulated, except as otherwise stipulated, by the statements set forth in the regulations for the transport of goods.

741. Non-liability of railway. The consignors and consignees are responsible for damage done by their animals to the material of the railway. The consignors are considered to have been satisfied with the trucks, or that part of the truck in which they have loaded their consignments.

The railway company is not responsible for the damage caused by particular risk attaching to animals during transport, such as when loss or damage has been caused by jumping away, falling, knocking, beating, fright, damage between them, choking, or such like, in the unloading or the loading, or during the transport or the stoppage at the station.

They are not responsible either for the damage arising from the risks which the supervision of the attendant is intended to prevent.

In this are included all risks that do not arise from injury caused by the wagon used for transit, for which the railway company is responsible, as well as those which could have been obviated by the proper supervision, tending, and feeding of the animals during transit.

If transport without an attendant is permitted by the railway company the responsibility of the company is not altered. Consequently there is no obligation on it to pay any compensation which it would not have been obliged to pay if an attendant had been present.

742. Compensation for loss or injury. If compensation is payable in case of loss, as well as in case of damage, the value declared by the consignor fixes the maximum of the compensation to be

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

granted. If such a declaration has not taken place the following sums are considered as maxima:—

300 Fl.	for a horse.
125 Fl.	for a fat ox.
90 Fl.	for other cattle.
12 Fl.	for a calf.
36 Fl.	for a fat pig.
15 Fl.	for a lean pig.
4 Fl.	for a sucking pig.
7 Fl.	for a sheep or a goat.
4 Fl.	for a dog.
36 Fl.	per 100 Kg. of other animals.

743. Insurance of exceptional value of animals. When a higher value is declared there is payable, besides the rate according to the tariff, a premium which may not exceed one per thousand of the whole sum declared for each 150 kilometres of the entire distance to be covered, fractions to be calculated at 150 kilometres, with a minimum of 20 cents. per consignment.

The declaration of a higher value has binding force only when it is inserted in writing by the railway official at the station of departure on the receipt for freight charges, or, when the transport takes place with a way-bill, when it is inserted by the sender on the way-bill in the space set apart for it.

The declaration of value must be made separately for each kind of animal mentioned in the way-bill.

744. Animals injured, &c., in transit. Animals that have been injured during transit or before delivery, or have died, must be accepted by the consignee without prejudice to the eventual right to compensation. The injury or the death are mentioned on the receipt for freight charges to be issued by the railway or on the receipted way-bill.

745. Time limits for conveyance. The time limits for conveyance of live animals (except living animals sent as parcels), consists of the time for despatching, the time for transport, and the time allowed for delivery. The time for despatching and that for delivery have been already stated. The time allowed for conveyance is as under:—

If the transport takes place with passenger or mixed trains, and if it begins with the first day train starting in the direction desired, then the animals must arrive at their destination on that day, if it is possible, without endangering the regular course of the trains and if at the junctions corresponding trains for the transport of live stock are indicated. With the same reservation, animals, the transport of which begins with a later train, must arrive at their destination twenty-four hours at the most after the departure of that train.

If the transport takes place with freight or cattle trains, then the time for transport must not be more than twenty-four hours for every 150 kilometres or part thereof, these twenty-four hours being reckoned to begin at midnight after the way-bill has been stamped.

The general goods regulations are applicable to the consequences of exceeding the time of delivery.

746. Declaration of interest in delivery. The declaration of interest in punctual delivery is binding only when it is noted in writing on the receipt for freight charges by the railway official at the station of departure, or, when the consignment is accompanied by a way-bill, when it is inserted by the consignor on the way-bill in the space designated for the purpose.

747. Fees charged for declaration of interest in delivery. The fees charged in respect of Declaration of Interest in delivery are 1 cent. per unit of Fl. 100 and 15 Km., rounded off to the 5 cents. above, with a minimum of 15 cents. per consignment.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

General Regulations for the calculation of Freight Charges for Live Stock.

So far as the special regulations under *c* and *d* shown hereafter are not applicable, the calculation of the charges for the transport of live stock is as follows:—

748. Rates for wagon loads

The charges (the basis of which is given hereafter) for the transport of live stock by truck loads are calculated according to the capacity of the trucks used, even if, through the fact that trucks of a smaller capacity are not procurable, trucks of a larger capacity have to be supplied. The putting into round numbers of parts of square metres is calculated as follows:—fractions below half a square metre are not counted; fractions of half a square metre and upwards are counted as a metre. When more than one truck is used for one consignment, this applies for each truck.

For the use of a truck with two floors the charge per sq. m. fixed for it is only applied to one floor.

For the use of trucks with two floors of different area the charge is calculated according to the average area of the two floors, except when such a truck is given to the consignor because of scarcity of cattle-trucks with one floor, in which case the charge is calculated for the lower floor, which then alone may be loaded by the consignor.

The charges, which are calculated per square metre of the area of the truck are divided as follows:—

(1) For horses and other big cattle in ordinary trucks.

(2.) For small cattle, as pigs, sheep, lambs, geese, etc.

(*a*) In ordinary trucks.

(*b*) In trucks with more than one floor.

All these charges apply to transport in the trains which are indicated by the Railway Company for the transport of live stock. If the consignor desires transport with other trains and this is allowed, the charges are increased by 50 per cent.

749. Head rates.

For each single head of stock, as well as for any remaining over from a truck load, a separate charge is made when the rate as for a truck load does not come cheaper (see basis of calculation given hereafter).

These head rates are divided as follows:—

(1) For horses and bulls.

(2) For oxen, cows and other cattle, foals, mules, and asses.

(3) For pigs, calves, he and she goats.

(4) For sheep, lambs, pigs of less than 50 Kg. and young pigs.

In the application of these charges three *new-born* calves equal two calves; three lambs, if no higher than 0.68 m. (upper part of the back above the ground), equal two sheep; and two sucking pigs or so called "white little pigs," if no higher than 0.35 M. (upper part of the back above the ground), equal one pig weighing less than 50 Kg.

All these charges apply to transport in trains, which are indicated by the railway company for the transport of live stock. If the consignor desires transport in other trains, and this is allowed, then the charges are increased by 50 per cent.

750. Rates for horses and other animals in horse boxes

For the transport of horses and other animals in horse-boxes, the rates for 1, 2 and 3 heads are charged as mentioned hereafter, and with consignments of more than three heads is calculated thus, that for the remaining one, two, or three heads the rate is charged as mentioned in the tariff.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

These charges apply to transport in trains which are indicated for the purpose by the railway company.

If the consignor desires transport in other trains and this is allowed, the charges are increased by 50 per cent.

751. Extra loading and partial unloading on journey.

If on the journey extra cattle are loaded, in so far as this can be allowed by the railway company, the extra loaded cattle, even when they belong to the same consignor, are considered as a newly offered consignment and freighted as such.

752. Rates for live stock.

The following are the rates per km. for conveyance of horses and other animals in *stall-wagons* (horse boxes):—

Distance.	One Animal.	Two Animals.	Three Animals.
	Cents.	Cents.	Cents.
0 to 100 Km., per Km., ..	14	21	28
101 to 200 Km., per Km., added,	12	18	24
Over 200 Km., per Km., ,,	10	15	20
Station Terminal.	100	200	300

For all kinds of animals in *full truck loads* the following rates per km. per square metre of the floor area of the wagon used are charged:—

Distance.	Horses and other large Animals.	Small animals (Pigs Sheep, Lambs, &c.)	
		In Trucks with one Floor.	In Trucks with more Floors.
	Cent.	Cent.	Cent.
For any distance per Km., ..	1	0·8	1·25
Station Terminal, per Truck, ..	Fl. 5·00	Fl. 5·00	Fl. 5·00

The following are the head rates per km. charged for conveyance of various kinds of animals in ordinary trucks:—

Distance.	Horse, or Bull.	Ox, Cow, &c., Foal, Mule, or Ass.	Pig, Calf, or Goat.	Sheep, Lamb, or Pig, under 50 Kg. in weight.
	Cents.	Cents.	Cents.	Cents.
0 to 10 Km., per Km., ..	2·5	1·5	0·75	0·375
11 to 64 Km., per Km., added,	2	1·3	0·66	0·33
65 to 100 Km., per Km., ,,	1·33	0·88	0·5	0·25
101 to 450 Km., per Km., ,,	0·65	0·52	0·26	0·13
Station Terminal, ...	60	45	22·5	11·25

Under the above head rate tariffs the following minimum charges per consignment apply:—

For distances from 0 to 100 Km., . . 2 Fl.
For distances from 101 to 200 Km., . . 3 Fl.
For distances from 201 to 450 Km., . . 4 Fl.

753. Special tariffs.

There are no special rates shown in the tariff books obtained.

LIVE STOCK TRAFFIC—*continued.*

Holland—*continued.*

General Tariff of Accessory Fees.

	Details.	Amount.	Unit.
		Fl.	
754. Fee for way-bills.	Way-bills—The price of way-bill forms is, ...	0·01	For each form.
	Stamping of way-bill not printed by the Railway Company, ...	0·05	For every 10.
	Minimum, ..	0·50	
	Filling up the way-bill by the Railway officials, ...	0·05	For every way-bill
755. Fee for cleaning and disinfecting.	Charges for cleaning and disinfecting trucks—For cleaning and disinfecting the trucks as ordered by Royal Decree of the 26th of May, 1888,	0·60	For every truck.
	Also for each horse and each head of cattle this amount is charged, provided, however, that, when such animals are conveyed at the same time by two or more consignors in the same truck, only such part of 60 cents as there are consignors using the same wagon is due on each way-bill.		
	For trucks, horses and cattle, coming from abroad, ...	0·60	For every truck.
	For cleaning and disinfecting places where cattle are loaded and unloaded, in so far as this is required by the general police regulations,	0·60	Per wagon.
756. Fee for unloading on account of temporary disturbance of traffic.	If through temporary disturbance of transport the consignor or the attendant desires re-delivery of his live stock, there is due besides the charge for the distance over which the transport has taken place.		
	(*a*) For horses and large cattle, ..	0·20	Per head.
	(*b*) For small cattle, ...	0·03	Per head.
	Maximum, ...	1·80	For every wagon.
757. Forfeit when animals returned to sender.	The forfeit when animals are returned to a sender at his request amounts to, over and besides the charge according to the tariff for the distance traversed and the eventual cost of hire of the truck :—		
	(*a*) With consignments in small numbers :—		
	1. For horses and large cattle,	0·30	Per head.
	2. For small cattle, ..	0·05	Per head.
	(*b*) With truckloads, .. with a maximum equal to half the charge of the distance still to be covered. If with consignments of small quantities the forfeit amounts to more than for truckloads, the forfeit for truckloads is applied.	5·00	Per truck.
758. Charge for watering.	The fee for the use of pails and water for watering the animals is charged each time, ..	0·025	Per pail.
759. Demurrage fees.	Demurrage, Rent of Trucks :—		
	(*a*) Demurrage for each commenced hour is :—		
	(1) For animals in box cars, ..	0·25	Per head.
	(2) For animals in other trucks,	0·25	Per truck.
	(*b*) Wagon Rent.		
	If the applicant does not use the trucks placed at his disposal within the time fixed or the loading is not finished and ready for despatch within that time then there is due—		
	1. For a box car, ..	5·00	
	2. For another truck,	2·50	

DENMARK.

DANISH STATE RAILWAYS.

760. Maximum wagon-load rates.

The wagon-load rates for conveyance of live animals must not exceed 40 ore per square metre of the wagon's floor space, with an addition of 1.8 Ore per Km. For longer distances the carriage shall be substantially reduced.

761. Excess charge for conveyance in fast trains.

When the animals, by the request of the sender on the way-bill, are conveyed by such ordinary passenger trains which, as a rule, are not intended to convey live animals, or by Fast passenger trains, the freight charge is increased by 50 per cent. and 100 per cent., respectively.

LIVE STOCK TRAFFIC—*continued.*

Denmark—*continued.*

762. Modes of Conveyance.

Live animals can be sent either in whole wagon-loads or singly; in both cases the consignment should be accompanied by the proper way-bill.

763. Infected Animals.

Animals suffering from infectious disease must not be received for conveyance. Animals otherwise diseased, the railway company can refuse to convey or make their conveyance conditional upon their being sent in whole wagon-loads.

The Working Regulations fix the conditions under which certain kinds of animals (dogs, small animals and fowl, wild animals, etc.,) are received for conveyance.

764. Attendants with Animals.

The railway company can demand that live animals in whole wagon-loads shall be accompanied by attendants who can look after them on the journey. In this case the attendants get free conveyance from the start to the destination and return, 3rd class. The attendants must be grown-up men. Women, children, and men who are evidently incapable of taking proper care of animals are not allowed as attendants.

765. Treatment of Animals.

It is the duty of the employees of the railway company to see that the animals, both during loading and unloading, and during the journey, are properly treated and not exposed to unnecessary hardships. The requirements, in above respect, which are demanded by the stationmaster concerned, or during the journey by the guard of the train, or by a ship's captain, must be carried out by the senders and their employees and also by the attendants of the animals. What is further required is fixed by the Working Regulations.

All cases of rough ill-treatment or other cruel and bad treatment of the animals shall be reported to the police by the employees of the railway company. If animals, during the journey, are found to be suffering, whether from want of sufficient room, on account of bad or unwarrantable tying up or other causes, for instance, want of food or water, and the fault or want cannot be remedied by the accompanying attendants or the railway company's employees without delaying the train, the wagon shall be taken off the train and the animals stabled.

766. Non-liability of Railway.

If the detaching of a wagon owing to the condition of animals contained in it is not due to a fault of the railway company, no claim in respect of it can be made against the railway, nor is the company obliged to refund any portion of the freight charges, but only to convey the animals on to their destination as soon as possible under the usual conditions of transit.

767. Liability of Railway.

The railway company's responsibility for live animals received for transport is fixed by the rules contained in the regulations for conveyance of goods as far as these can be applied to living animals.

The railway company is thus not responsible for the special dangers connected with the conveyance of live animals, and is therefore not specially obliged to give compensation when the loss or injury is due to the animals breaking loose, jumping out of the wagon, falling, knocking themselves, choking or injuring each other, whether this is done during the loading and unloading, during the journey or during stay at the railway station.

The railway company is also not responsible for any injury which could have been prevented by the attendants; under this come especially all injuries brought

about by want of proper attendance, care and feeding. The railway company's employees having assisted with the loading and unloading does not impose any responsibility upon the railway company.

768. Cleansing and disinfecting wagons.

For the cleaning and disinfecting of wagons in which live animals have been conveyed the railway company *cannot demand any remuneration.*

769. Demurrage charges.

Demurrage charges in respect of detention of wagons ordered by a sender, delay of handing in and taking delivery of animals, and in the loading and unloading of them, as well as the time allowed for taking delivery, are fixed by the Working Regulations.

General Working Regulations.

770. Attendants with Animals.

When the railway company demands that animals sent in whole wagon-loads should be accompanied by attendants, a free pass is given to the latter, valid for a journey in 3rd class from the station of despatch to the station of destination and return. Only one free pass can be given for each wagon, even if the wagon is accompanied by several attendants. As regards the granting of free passes and their use, the following rules are in force:—

a. The free pass is made out in the name of the attendant and must not be transferred to anybody else. To be valid for a journey it must be provided with a stamp of date at the starting stations (both on the forward journey and the return journey).

b. The free passes should be asked for at the starting station at least half an hour before the departure of the train in question. Before the departure of the train the attendants shall report themselves to the guard, who will show them their places.

c. The journey must be made in the same train as the one in which the animals are conveyed. The return journey must be made along the shortest route and commenced at least eight days after the free pass was made out. The last-mentioned journey must not be broken on the way or be made by fast trains or superior class of trains. The free pass cannot be made valid for a higher class or for fast trains or superior class of trains by payment of excess fare.

d. Free passes which are not provided with a proper stamp or which are being used by persons other than those in whose names they are made out or for a higher class or other trains than those for which they are in force will be stopped as invalid, and the holder is treated according to the rules concerning persons who travel on a wrong ticket.

e. Attendants with free passes are subject to the rules as to personal disinfection which the railway directors may fix for the prevention of infectious diseases among domestic animals.

f. Attendance of live animals in wagon-loads will be demanded when the conveyance takes a long time, or necessitates putting up for the night, feeding or watering. Consignments in wagon-loads of geese and other unpacked fowl as well as loose small animals, and also wild animals, must be accompanied by attendants.

771. Treatment of animals.

To secure proper treatment of the animals in transit the railway company must see that the rules given below are kept:—

1. The animals must, as a rule, not be put into the wagons earlier than two hours before the fixed time for departure of the train by which the conveyance is to be done. Animals which arrive at the station before this time should, however, be put into the pens if there are such.

2. During the period from November the 1st to March the 31st, and as far as possible during the months of April and May, live animals, in general, should be carried in closed wagons. During the rest of the year conveyance can be made in open wagons.

3. The number of animals put into the wagon must not be greater than will leave them proper room. Small animals must have room to lie down. For the tying up of the animals, thick, soft Manilla rope or thick wound round rope must only be used, and the tying up of boars or other animals must not be done by putting a rope across the upper jaw.

4. Loading together in one wagon of animals of a substantially different kind and size, as well as animals of one kind, which, according to their nature, may hurt each other, is only allowed in wagons specially made for their conveyance, or in the ordinary wagons when the animals, by arrangement of the sender and at his request, are separated by proper strong partitions.

5. When animals are handed in for conveyance in sacks, boxes, baskets, cages, or similar packings, these must be sufficiently roomy and airy.

The openings of sacks must not be tightly drawn together, and every sack shall be provided with an open pipe (tube).

6. When the railway company considers it necessary they can demand that sufficient food shall be brought for the animals. It is conveyed free of charge in the wagons as well as ropes, halters, and other articles for tying up.

7. When the sender by a statement in the Bill of Carriage requests that the animals shall be watered at one of the stations arranged for this the attendants shall look after the unloading and loading of the animals at the watering places.
If they omit this, or if the animals are without attendance, the railway company does the unloading and loading, but without any responsibility for possible damage.

8. If the time fixed for taking delivery of the animals is exceeded (see regulation given later), they will be stalled at the risk and expense of the sender.

772. Ordering of wagons

Arrangements for conveyance of live animals must be made beforehand with the starting station, as a rule, twenty-four hours before the conveyance is to take place. This applies to wagon-load consignments as well as general consignments. For wagon-load consignments a written order must be made for whole wagons on prescribed forms settled for this. These forms shall be supplied with date, the signature and address of the person who gives the order and also information of:—

a. The kind of animals.
b. Where he wishes them to be sent.
c. Day and hour when the wagons are wanted and whether they are wanted for loading on harbour tracks.
d. Number and size of wagons and whether open or closed.

For general consignments, no ordering of wagons can be made, on the other hand, consignors must state to the starting station for how many animals space is wanted. If a sender is not able to do this he is not obliged, however, to send in a written order for a whole wagon, but can state, as near as circumstances will allow, about how many animals he wishes conveyed according to head rate. When ordering whole wagons a sum of 4 Kroner per wagon can be demanded to be deposited as security for demurrage in case the wagons are not used or loaded within the fixed time. If the time fixed for loading is exceeded, demurrage is charged from the time of departure of the train in which the animals should have been conveyed.

773. Demurrage for delayed loading, &c.

If an ordered wagon is not used, the following rules as to demurrage are in force:—

Demurrage for twenty-four hours is charged when a wagon is countermanded the same day as it is ordered

LIVE STOCK TRAFFIC—*continued.*

Denmark—*continued.*

for, or when the countermand is received at latest at the time when the wagon should have been delivered for disposal.

Further, demurrage is charged from the midnight after the receipt of the wagon order until information is received that the ordered wagon is not wanted, or until the railway company, in some other way, has disposed of the wagon, at the most, however, for forty-eight hours.

If a wagon is countermanded thirty hours before the time when it should have been placed at disposal of a consignor, demurrage is not charged. Sundays and holidays are counted when an ordered wagon is not used.

774. Loading of animals.

Animals which are to be sent by train should be loaded within the time fixed by the station. The loading of the wagons is the sender's duty, who also has to look after the tying up of the animals in the wagons and the necessary articles for tying up, ropes, halters, etc.

Concerning general consignments, the railway company shall, in as far as their other business permits, assist with the loading and unloading as well as the tying up of the animals. Animals which are conveyed according to head rates shall be marked distinctly and the marks stated in the bill of carriage.

For animals which are sent in whole wagon-loads the railway company can demand marking.

775. Conveyance time limits.

The times fixed for conveyance are:—

a. For animals which are requested to be sent by fast trains or passenger trains not conveying animals, ... 12 hours
with an addition for every conveyance distance of 150 km. or part thereof, . . 12 hours

b. For animals which are conveyed in goods trains, mixed trains and passenger trains conveying animals, ... 24 hours
with an addition for every conveyance distance of 120 km. or part thereof, . . 12 hours

The times fixed for conveyance according to *a* and *b* are extended by twelve and twenty-four hours, respectively, every time fiords or rivers, over which there are no regular bridges, are crossed, and also by the time which is spent at the watering stations. They are, however, calculated as given in the goods regulations.

776. Unloading and removal of animals.

On arrival at the station of destination the waybills and the animals are delivered in return for receipt when freight and other expenses have been paid.

The railway company is not obliged to give information of the arrival of the animals. The unloading of the wagons is the duty of the addressee. The railway company is, however, entitled to have this done at the risk and expense of the addressee if the latter does not effect unloading immediately after the wagon has been placed in position for this purpose. The animals shall be removed from the railway company's premises three hours after their arrival. If this is not done the animals will be stalled at the risk and expense of the sender. If animals are stalled on the railway company's premises, stallage money is charged as follows:—For every twenty-four hours or part thereof—for horses and mules, 30 ore per head. For horned cattle and asses, 20 ore per head. For other animals, 10 ore per head, exclusive of payment for fodder.

777. Application of goods traffic regulations.

The fixed regulations given for the conveyance of goods apply also to the conveyance of live animals in so far as they are applicable to the same.

778. Rates for conveyance by ordinary and fast passenger trains

The rates given for conveyance of live animals in goods trains and mixed trains are used as follows for calculating the charges for conveyance by passenger or quick trains:—If live animals, by a statement in the Bill of Carriage, are requested to be sent by ordinary or fast passenger train, and this is granted by the railway company, the worked-out freight is increased by 50 and 100 per cent. respectively.

The rates thus increased for conveyance by ordinary or fast passenger train are charged for whole conveyance distances even if the conveyance is made only on a part of the journey by those trains.

LIVE STOCK TRAFFIC—*continued.*

Denmark—*continued.*

779. Extra loading and partial unloading during journey

If a consignment of live animals is completed during the journey, in so far as this, according to the railway company's judgment, can be allowed, the animals loaded during the journey are considered as a fresh consignment and the freight calculation is made accordingly. If the sender is allowed to unload some of the consignment during the journey the freight is calculated as if such part had formed a separate consignment between the points of loading and unloading.

780. Rates for wagon-loads.

The freight charges for animals in whole wagon-loads are made for each separate wagon.

For every square metre of the wagon's floor space, without regard to whether the wagon is open or closed, the following charges are made:—

For the first 60 Km.,	.	.	.	1.8 Ore per Km.
,, next ,,	.	.	.	1.5 ,, ,,
,, ,, ,,	.	.	.	1.2 ,, ,,
,, ,, ,,	.	.	.	1.1 ,, ,,
For the following Km.,	.	.	.	1.0 ,, ,,

to which there is a fixed addition of 40 ore per square metre. The basis of the calculation is the wagon floor space allowed. Parts of a whole metre under 0.5 square metre are not counted; parts of 0.5 square metre or more count a whole metre.

If the railway company, owing to special circumstances, should be obliged to give a larger wagon than ordered, and the sender, notwithstanding this, still insists on despatch, the carriage is calculated on the floor space of the wagon that is given. For the use of wagons with several floors a double freight is charged without regard to the number of floors.

781. Head rates.

Live animals sent singly are charged at head rates calculated at the same conveyance rate and constant per sq. m. as for truck-loads, but reckoning the space occupied per head by each species of animal according to the floor area defined in the following table.

There is a charge for each of:—

—	Freight per	Minimum area charged for.
	Sq.m.	Sq.m.
(*a*) Horses and mules exceeding 1·4 m. in height.	3·0	4·0
(*b*) Horses and mules up to 1·4 m. in height. Large horned cattle of weight over 400 kg.	2·2	4·0
(*c*) Asses, horned cattle (ordinary) of weight over 200 kg. up to 400 kg.	1·8	3·0
(*d*) Young cattle and fat calves of weight over 50 kg. to 200kg. Fat pigs of weight over 160 kg.	0·9	3·0
(*e*) Medium pigs of weight over 80, up to 160 kg.	0·6	2·0
(*f*) Small swine and young pigs of weight over 40 and up to 80 kg; calves of weight up to 50 kg.; goats, sheep, and lambs of weight over 40 kg.	0·5	2·0
(*g*) Young pigs, goats, sheep, and lambs of weight up to 40 kg.	0·3	1·0

When judging whether an animal belongs to either one or other of these classes, to which it, according to its kind, should belong, the above-mentioned weights and height measurements guide the decision, not the chosen description.

782. Special trains.

Special trains by order are only given in so far as it is convenient for the railway company.

The freight is the usual one. No special train is given, however, except the minimum of payment fixed in passenger regulations, is secured (*i.e.*, 3 Kr. per Km., with a minimum of 75 Kr. when the conveyance takes place between 6 a.m. and 10 p.m., with an addition of one-third these charges when the conveyance is between 10 p.m. and 6 a.m. In both cases a deposit of 30 Kr. as security must be made whether the special train is used or not).

783. Special Tariffs.

There are no special rates shown in the tariff books obtained.

LIVE STOCK TRAFFIC—*continued.*

Denmark—*continued.*

Tariff of Accessory Fees.

	—	Per.	Ore.
784. Fee for marking animals.	For marking (the Railway does not undertake marking of pigs).	Animal.	5
785. Fee for way-bills.	Fee for way-bills, ...	100	60
	Way-bills, ...	Each.	5
	Examination and stamping of way-bills not printed by Railway.	100 or part thereof	75
	Filling in bills of carriage, ...	Each.	5
	Filling in bills of carriage, duplicates, ..	Each.	5
786. Fee for reimbursements.	Reimbursement premium, ..	10 Kr. or part of amount.	5
	With a constant charge of, ...	—	15
787. Fee for interest in delivery.	Fee for declaration of interest in delivery,	200 Km. of the distance or part thereof.	½% on the declared amount.
	With a minimum charge of ..	—	40
788. Demurrage fees.	Demurrage, ...	Wagon and 24 hours or part thereof.	200
789. Stallage fees.	Stallage—		
	(*a*) For horses and mules,	Head, and 24 hours or part thereof.	30
	(*b*) For horned cattle and asses,		20
	(*c*) For other animals, .. in addition to fodder payment.		10
790. Fee for supplying head ropes.	For supplying Manilla rope, a payment at any time further fixed by the Railway Company calculated according to the expenses connected with the procuring of same.	—	—
791. Charges for wagon partitions.	Payment for wagon partitions (in as far as such are for disposal).	Partition and Km.	1
	with minimum charge per partition,	—	20
	with maximum charge per partition,	—	100
792. Fee for watering animals.	For watering—		
	(*a*) Wagon-load consignments, ..	Wagon.	200
	(*b*) For single animals, ...	Head.	50
793. Stabling and fodder fees.	Stabling Expenses, ..	—	Actual cost.
	Fodder payments, ...		
794. Disinfecting.	Disinfecting or payment for cleaning wagons.	—	No charge.

AUSTRIA AND HUNGARY.

General Traffic Regulations.

794a. Regulations as in Germany.

NOTE.—Many of the Austro-Hungarian regulations are identical with those of Germany. Only the supplementary working regulations in Austro-Hungary are here given; for the others see the German regulations.

795. Loading of live stock.

With regard to the acceptance and forwarding of live stock, the provisions of laws and official enactments, in so far as these affect sender or consignee, must be observed by the latter.

Slaughter animals must not be sent together with breeding or farm animals, and may not be loaded into the same railway wagons with the latter. In accordance with this the sender must, in the space marked "Contents" provided in the way-bill, state in addition to the species of the animals, whether the latter are for slaughter, breeding, or ordinary farm purposes. Slaughter animals must not be consigned on the same way-bill with breeding or farm stock.

Animals may not be consigned in hobbles, or in sacks, cages, boxes and the like, unless these receptacles are sufficiently roomy and ventilated. Large animals (cattle, except calves up to one year old, horses, mules, asses) may not press against each other or against the walls of the wagon, and sufficient room must be left to small animals to lie down. Small and large cattle and animals of different species may only be loaded in one and the same wagon when placed in separate compartments made of beams, planks or

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

laths. Sucking calves with their mothers may, however, be loaded together with other cows in the same wagon compartment.

Inflammable material may not be used to litter the floors of wagons carrying cattle when the wagons are open or have lattice work walls, or of wagons, the doors of which are to remain open during transit. The following materials are regarded as inflammable and consequently not to be used:—Straw, chaff and grass litter, but sawdust sprinkled with water, with or without sand, also peat litter if previously moistened with water, may be used.

796. Overcrowding of animals in loading.

Overcrowding railway wagons with animals by the sender is regarded as cruelty to animals, and consequently senders guilty of the same are punishable under the laws and enactments applicable. In Austria the Order of the Ministry of the Interior of 15th February, 1855, applies, in which cruelty to animals is forbidden by law. The order is worded as follows:—

"Any person who publicly mishandles animals in a vexatious manner, whether such animals are his own property or not, is punishable by the Political Authorities and in places where there is a representative of the Imperial Police authorities, he is punishable by the latter in pursuance of Par. 11 of the Imperial Order of 20th April, 1854."

"Should certain kinds of ill-treatment occur frequently or be customary in commercial traffic, then the local authorities may issue special prohibitions against the same."

The railway's agents are, in consequence of these official enactments, instructed to take steps in order that senders who are bound under the regulations to load their live stock may not overcrowd the cattle vans, and if these measures prove ineffectual to report the matter to the proper authority.

797. Liability of sender.

The sender is responsible for all damage arising from the non-observance of these prescriptions and must indemnify the railway for any expenses incurred thereby.

798. Attendants with live stock.

With the exception of small animals in cages, live stock are, as a rule, only accepted for transit when at least one attendant is sent with each consignment; when several consignments are sent in the same wagon to the same destination, then one attendant is sufficient for the whole wagon.

Should the consignment consist of several wagon-loads, at least one attendant to three wagons must be sent in the case of large animals; in the case of small animals, one attendant is enough, irrespective of the number of wagon loads.

In the case of consignments of horses, for conveyance by passenger trains, the presence of an attendant can, under no circumstances, be dispensed with. If consignments consist of several wagon loads, an attendant may be required for each wagon.

When the proper number of attendants are not sent with consignments of live stock, or if no attendants are sent, and if the sending station dispenses with the service of attendants, the sender must make and sign the following declaration in the space allotted for the purpose in the way-bill.

"Instead of the.....attendants required by the railway, no / only..... attendants are supplied."

(Signature).

The fares for live stock attendants are shown in the tariff regulations given hereafter.

799. Fodder for animals in transit.

Animals accompanied by attendants may be supplied with a store of food which, in the judgment of the sending station, is sufficient for their use during transit. The weight of the food supply need not, however, be included in the weight of the consignment as given in the way-bill.

Any tackle connected with the animals and also the usual hand luggage of the drovers may be carried free under the care of the latter in the same wagon as the animals.

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

Other luggage or goods may not be taken into the wagon, but must be specially consigned in the usual way.

800 Ordering of wagons.

The regulations as to goods wagons apply to the ordering of wagons for the conveyance of live stock.

801. Disinfection fees.

For the disinfection of railway wagons the fees under the Tariff of Accessory Fees are charged.

802. Loading and unloading.

Small consignments of live stock in receptacles, also consignments of single small animals may, at the discretion of the despatching station, be loaded or unloaded by the railway.

803. Liability of owner

The sender or consignee is liable for all damage done by the animals to railway vehicles or station fittings during loading, unloading, or trans-shipment, if such damage is deemed extraordinary, *i.e.*, not caused by ordinary wear and tear, and also for all other damage caused by the animals in so far as it is not due to a fault of the railway.

804. Method of despatch.

Animals may only be despatched with way-bills.

If a consignor wishes to send horses (also breeding horses), colts, or mules by fast train, and if the railway agrees to this arrangement, he must enter on the way-bill above the address the words "By fast train."

For horses (also breeding horses), colts, or mules stall wagons will be supplied so far as they are available without any special application being made by the sender, and without payment of any special fee.

For horses (also stud horses), colts, and mules sent as slow goods the railway supplies stall wagons at the charge of the additional freight, 50 per cent., fixed in the Tariff Regulations, in so far as such wagons are available, and if they are asked for by the sender on the way-bill in the space reserved for the purpose.

805. Acceptance for transit.

The time during which animals are accepted for transport on Sundays and holidays is the same as that for goods, unless it be extended by notice posted in stations.

806. Demurrage and stabling fees.

Demurrage and stabling fees are fixed in the Tariff of Accessory Fees.

If animals arrive at destination after six o'clock in the evening the time allowed for removing them commences not earlier than six o'clock on the following morning.

When consignments of live stock are detained on the journey in consequence of official instructions not due to any fault of the railway, and if the delay of wagons thus caused amounts to more than twenty-four hours, then the special fee for demurrage fixed for such a contingency in the Tariff of Accessory Fees is charged.

807. Payment of freight.

Transport charges for horses, colts, and mules must be paid on consignment.

For other animals the transport charges may, at the choice of the sender, be put down to the account of the consignee.

808. Conveyance time limits.

The German Live Stock Regulations are applicable.

If horses are accepted for transit with a quick goods way-bill by a certain passenger train this fact is noted by the railway on the way-bill, and also on any receipt form which may be made out.

Tariff Conditions.

809. Sender may select area or weight tariff.

1. If floor area rates exist for the transit of live animals then the sender must declare whether the consignment is to be sent by the floor area or the weight tariff.

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

810. Attendants with animals

2. Persons accompanying live animals, if they travel in the cattle wagon or in a carriage indicated to them by the station-master of the sending or junction station in the same train in which the cattle are forwarded, are given, the following reduction in fare for the journey:—

(*a*) If three or more wagons are sent on one way-bill, then one attendant for every three wagons is carried free. When an attendant is sent with the wagons exceeding three or a multiple of three, the regulations in the following paragraph are applied:—

(*b*) If a consignment only consists of one or two wagons, or if more attendants are sent with a consignment than are carried free according to (*a*), then the attendant sent with a consignment of one or two wagons or the additional attendants must pay a fare of 2·3 H. per person and Km., including Austrian railway ticket duty and Hungarian transport duty or Treasury stamp duty. This fare is calculated on the distance in Km. of the transport of the animals, and amounts up to 5 H. are omitted; 5 H and over counted as 10 H.

If, however, the fare on the basis of the above unit rate comes dearer than the regular fare for third class in a passenger train, then the attendants pay the latter amount.

3. Persons accompanying consignments of animals, for the transit of which a separate wagon is not required, do not enjoy a reduction in fare; they must pay the third class fare for passenger trains if they take their seats by direction of the station-master of the sending station or junction in the cattle van or in a truck.

4. The food supply for animals in transit is sent free.

5. If horses (also stud horses), foals, ponies, and mules are sent, on request of the sender with the permission of the railway, by express trains, then the quick goods rates, plus 50 per cent., are charged for them.

811. Rates for horses, ponies and mules.

1. The rates when consigned as quick goods are as follow:—

Distance.	1 Head.	2 Head.	3 or more, per head.
Austria—	H.	H.	H.
1 to 50 Km., per Km., ..	24	34	14
51 to 150 Km., per Km. added,	23	33	13
151 to 300 Km., per Km. ,, ..	22	32	12
Over 300 Km., per Km. ,, ..	20	30	10
Hungary—any distance, ..	28	36	17
Manipulation charge, per head,	14	28	14

812. Normal weights of horses, ponies and mules.

2. When consigned as slow goods, freight is calculated on the bases of the following normal weights at the rates of Class II. Goods—for one horse, foal, pony, or mule, 1,400 Kg., for two or more horses, foals, ponies, or mules, when consigned with one way-bill and in one wagon, per head, 700 Kg.

3. If animals of these species, sent as slow goods, travel in stall wagons, then the freight as above, plus 50 per cent., is charged.

4. Freight for foals and ponies in crates or boxes is charged on the gross weight rounded off, when sent as quick goods, at the ordinary quick goods rates, and as slow goods at the rates of Class I. Goods.

813. Special rates for stud horses.

1. The following rates for stud horses only apply when they are expressly asked for by the sender in

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

the way-bill, and when certificates according to the provisions of the following paragraph are sent in:—

2. The vouchers presented may either be certificates issued by an authorised association for the whole distance travelled or an official attestation.

3. When the foregoing conditions are complied with stud horses are carried at the following rates:—

(*a*) When consigned as quick goods with one way-bill:

Load per wagon:—

Of 1 horse,	15·1 H. per Km.
Of 2 horses,	21·2 H. per Km.
Of more than 2 horses, per head,	9·1 H. per Km.

(*b*) When consigned as slow goods, if at least three head per way-bill and wagon are consigned, the rate is 5·6 H. per Km. per head.

If less than three stud horses are sent with one way-bill, then the following rates are applied:—

	Per Wagon and Km.
For 1 horse,	10 H.
For 2 horses loaded in one wagon,	12 H.

Freight at these rates includes handling fee

4. On the Hungarian lines the usual transport duty for quick and slow goods, 7 per cent. and 5 per cent. respectively, must be added to the foregoing rates.

5. If animals of the above kinds are sent by request of the consignor in stall wagons, then slow goods rates, plus 50 per cent., are charged.

814. Compensation for loss or injury of Stud Horses.

6. In fixing damages for loss, depreciation, or injury, when the reduced rates as under Par. 3 are applied, the ordinary commercial value or ordinary value of a horse is taken as not more than 600 Kr.

815. Normal weight of horned cattle.

1. For the animals mentioned below the following normal weights are taken:—

Kind of Animal.		Normal Weight in Kg.
1 sucking calf,		60
1 one-year old calf,		170
1 bull, ox, or cow,		840
2 bulls, oxen, or cows,	When consigned with one way-bill,	1,400
3 ,, ,,		1,680
4 or 5 ,, ,,		1,960
Consignments of 6 or more bulls, oxen or cows, with one way-bill, per head,		340

If doubts are raised as to the normal weight on which freight is to be charged the animals are to be weighed, and freight charged on them at the following weights:—Up to and including 70 Kg. per head as sucking calves, from 70 to 170 Kg. as one year old calves, and over 170 Kg. per head as bulls, oxen, or cows.

816. Rates for horned cattle.

2. For the foregoing normal weights freight is applied as follows:—

When consigned as quick goods, the ordinary quick goods rates.
,, slow goods, rates of Class II.

817. Swine Classification.

1. In the way-bill swine are to be entered separately according to the following classes:—

Up to 20 Kg. as sucking pigs.
Over 20 and up to 40 Kg. as young pigs.
Over 40 and up to 90 Kg. as unfinished pigs.
Over 90 Kg. as fat pigs.

2. Freight for swine not consigned in crates, &c., if the weighing is done by the railway before consignment, is calculated on the weight so determined. If, however, the railway does not carry out such

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

weighing before consignment, then the following normal weights are taken as the basis of freight:—

Kind of Animal.	Normal Weight in Kg.
Sucking pigs,	20
Young pigs,	30
Unfinished pigs,	60
Fat pigs,	170

818. Normal weights of Swine.

In both cases freight on not less than 1,200 Kg. per way-bill is charged.

3. If the weighing takes place at the sending station or at a station on the journey, then the weight, when ascertained on a weigh-bridge, is reduced by ten per cent., and when on another weighing machine by five per cent., but maintaining the minimum weight of 1,200 Kg. per way-bill.

4. A weighing fee is not charged for weighing pigs by the railway with a view to calculating their freight.

819. Rates for Swine.

5. When consigned as quick goods the ordinary rates for quick goods are charged; but when consigned as slow goods the rates of Class II., unless another rate is prescribed in the tariff.

6. For swine in receptacles (boxes, crates, baskets, sacks), freight for the gross weight of the consignment is charged at the following rates:—

As quick goods, ordinary quick goods rates.
As slow ,, (in boxes or crates with solid walls) the rates of Class II., in baskets or sacks at the rates of Class I.

820. Sheep, Goats, Asses and other small animals.

1. For the following animals not contained in receptacles, but simply consigned, freight will be reckoned according to the fixed normal weights:—

If, however, less than twenty head of one or several of the following animals are consigned with one way-bill as slow goods, then, for every head less than twenty, 20 Kg. are to be added to the weight arrived at according to the normal weights, or, if the weight of the animals actually consigned, calculated at double the normal weights comes to less, then the latter is to be made the basis of calculation of freight.

Kind of Animal.	Normal Weight in Kg.
Lambs, kids,	30
Sheep, rams, wethers, goats, he goats,	40
Asses,	170

821. Normal weights of Sheep, Goats, Asses or other small animals.

If doubts are raised as to the classification the animals are to be weighed and classed as follows:—

822. Rates for sheep, goats, asses and other small animals.

Sheep and goats up to 30 Kg. as lambs or kids; sheep and goats over 30 Kg. as sheep or goats.

3. When sent as quick goods the ordinary quick goods rate is charged, and when sent as slow goods the rate of Class II. Goods, unless another rate is prescribed in the tariff.

4. The freight for small animals sent in boxes, crates, baskets, sacks, and the like, and for asses and dogs similarly packed, is calculated according to the gross weight rounded off, when sent as quick goods at the ordinary quick goods rate, and when sent as slow goods, at the rates of Class I. Goods.

823. Breeding animals.

For breeding animals the following reduced rates are charged under the following conditions:

1. The application of these rates is to be expressly prescribed by the sender in the way-bill.

2. At consignment a certificate is to be presented from one of certain defined officials or bodies, and which, in addition to the stamp of the said authority, must also contain a description of the sender and consignee, the names of sending and receiving stations, date, and number and kind of animals.

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

824. Rates for breeding animals.

3. For breeding cattle consigned as slow goods the following freight is charged, irrespective of the number sent:—

Kind of Animal.	Rate per Km. in Heller.
Sucking calves, one-year-old calves, per head,	1·58
Bulls or cows, per head,	3·16
Lambs, sheep, wethers, kids, mother-goats, he-goats, sucking pigs, young pigs, per head,	0·52

The rates also apply to breeding animals sent in coops, crates, baskets, &c.

In the freight according to these rates the handling fee is included, but the transport duty for Hungarian lines must be added.

For breeding cattle of the foregoing species, when sent as quick goods, the reduced quick goods rate is charged on the fixed normal weights.

825. Compensation for loss or injury of breeding animals.

4. For the purpose of fixing compensation in the case of loss, depreciation, or injury, when the rates as under paragraph 3 are applied, for the animals named below the ordinary commercial value or ordinary value is taken as not higher than the following amounts:—

For 1 sucking calf or one year old calf,	25 Kr.
For 1 bull or 1 cow,	200 Kr.
For 1 sheep, 1 wether, or 1 lamb	20 Kr.
For 1 goat, 1 he-goat, or 1 kid,	20 Kr.
For 1 pig, 1 young pig, or 1 sucking pig,	35 Kr.

826. Animals for exhibitions.

The transit of live animals to and from exhibitions is effected, on request of the Exhibition Committee and with consent of the railways concerned, under the following conditions:—

1. A request for the application of the special tariff must be made by the sender in the way-bill.

2. The way-bill of transit to the show must be accompanied by a certificate from the Show Committee, giving the name of the sender and a description of the animals going to the show.

3. The way-bill for the animals returning from the show, and from the original receiving station to the original sending station must be accompanied by the way-bill of transport to the show. Both way-bills must contain a statement from the Show Committee to the effect that the animals were exhibited at the show, but not sold or otherwise disposed of.

4. Consignments, whether going or returning, must not be debited with charges on delivery; the collection of any costs arising from driving the animals may, however, be effected subsequently.

827. Rates for animals sent to exhibitions.

For the following animals, when sent as slow goods, or for their transit to the show and their return from the original destination to the original sending station, the following rates are applied, with the addition of the Hungarian transport duty for transit on Hungarian lines.

Kind of Animal.	Rates per Head and Km. in Heller.
Horses, foals, ponies, and mules, one animal,	6·86
Not less than two animals,	3·44
Asses, bulls, oxen, and cows,	3·16
One year old calves and fat swine,	1·58
Sucking calves, unfinished swine, goats, he-goats, sheep, wethers, rams,	0·52
Young pigs, sucking pigs, kids, and lambs,	0·26

For small animals the above rates also apply when consigned in baskets, boxes, sacks, etc.

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

In these rates handling fee is included.

For the animals named, when sent as quick goods, the foregoing rates are charged, plus 50 per cent. To the rates so determined the transport duty of Hungarian railways is to be added.

For horses, ponies, and mules sent as slow goods, and by request of the sender, in stall wagons, the freight according to the foregoing rules, plus 50 per cent. is charged.

828. Compensation for loss or injury of exhibition animals.

For the purpose of fixing compensation for loss, depreciation, or injury, when the foregoing rates are applied, the ordinary commercial value or ordinary value of the following animals is taken as not more than the following amounts:—

One horse,	600 Kr.
One foal, up to one year, one pony, mule, or ass,	200 Kr.
One bull, ox, or cow,	200 Kr.
One fat ox,	300 Kr.
One sucking calf or one-year old calf,	25 Kr.
One fat pig,	90 Kr.
One unfinished pig, or young pig,	35 Kr.
One sucking pig, up to three months,	10 Kr.
One goat, he-goat, kid, sheep, ram, wether, or lamb,	20 Kr.
100 Kg. of other animals,	100 Kr.

829. Demurrage fees.

In the case of live stock when loaded by sender:—When the loading and despatching are not completed by the time agreed upon with the sending station when ordering the wagons.

In the case of live stock unloaded by consignee:—When unloading is not completed within the time fixed by Traffic and Tariff Regulations.

In case a consignment to be unloaded by consignee has had to be detained owing to obstacles in transport and the sender is consequently asked for further instructions, or in case of the detention of a consignment of live stock in consequence of official instructions, not due to any fault of the railway.

Demurrage amounts to:—In the two last-named cases 3·60 Kr. per wagon and day.

In the other cases, 40 H. per wagon and hour.

Note.—Demurrage is not collected if the security pledged on ordering wagons is forfeited to the railway in consequence of the wagons not being loaded at all.

830. Stallage and lairage fees.

For animals permitted to remain in the station after expiration of the regulation time allowed for removal, the following charges are made per head and per hour, or part of an hour:—

For horses, colts, ponies, mules, and asses,	30 H.
For bulls, oxen, and cows,	10 H.
For calves, sucking pigs, young pigs, pigs, lambs, sheep, wethers, kids, and goats,	6 H.

If the animals remain in the wagons demurrage is charged instead of stabling fee.

831. Watering fees.

For every time that animals are watered during transit the following fees are charged:—

1. For bulls, oxen, and cows, per head,	20 H.
Minimum per consignment,	50 H.
2. For other animals:—	
When ordinary wagons are used, per wagon,	50 H.
When double-floored wagons are used, *per floor*, and when divided into compartments, irrespective of the number of compartments used,	50 H.

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

The fees under "2" are doubled when no attendant is sent with the consignment.

No special fee is charged for watering animals conveyed in the "drums" of pig wagons.

Animals are watered by employees of the railway.

832. Fee for sprinkling pigs.

The fee for each time that pigs are sprinkled in the stations designated for the purposes, whether the same is effected by the railway's servants alone or with the assistance of the attendant on the animals, amounts to:—

For every ordinary wagon, ... 50 H.
When double-floored wagons are used, for every floor, ... 50 H.

The animals are sprinkled only when the way-bill accompanying the consignment contains a note by the sender that this is to be done, and when the station in which it is to be effected is expressly mentioned in the way-bill.

833. Fee for littering wagons in Hungary.

When bulls, oxen, and cows are consigned in Hungarian stations, the floors of the wagons in which the animals are to be carried are to be strewn with a layer of sand of about 1 to 2cm. in depth. Cinders may be used for this purpose only when sand is not available in the loading or transhipment station.

For this, when the work is done by the railway's servants, a fee of 2 Kr. is charged for each wagon.

If the sender desires a similar strewing of the floor in the case of calves and pigs consigned at Hungarian stations, and if the railway complies with the request, then the charge for strewing one ordinary wagon or one floor of a double-floored wagon is 2 Kr. When both floors of a double-floored wagon are used the fee is 3 Kr.

These fees are not charged when the sender strews the wagons with material supplied by himself.

834. Fee for supplying hobbling ropes in Hungary.

Live calves consigned in Hungarian stations, if not forwarded in wagon loads, must, in accordance with official regulations, be sent hobbled. A charge of 20 H. per head is made per animal for supplying hobbles.

These hobbles are only supplied by the railway, and consequently they may not be supplied by parties themselves.

835. Disinfecting fees.

In the transportation of animals the following disinfection fees (irrespective of distance) are charged:—

For bulls, oxen, cows, horses, colts, ponies, mules, and asses, irrespective of the number of animals loaded in a wagon, for calves, lambs, sheep, wethers, kids, goats, sucking pigs, young pigs, and full-grown pigs, if at least four head are loaded in one wagon:—

For one four-wheeled ordinary wagon or for a double-floored wagon when only one floor is used, irrespective of the number of compartments used, should the floor have several compartments, the fee is 3 Kr.

For an ordinary wagon with more than four wheels or for a double-floored wagon when both floors are used, irrespective, too, of the number of compartments used, should each floor have several compartments, including the "drum," the fee is 5 Kr.

When less than four head of calves, lambs, sheep, wethers, kids, goats, sucking pigs, young pigs, or pigs, per head, 80 H. When live animals are sent in baskets, cases, crates, etc., per head, 10 H. Minimum per consignment, 40 H. Maximum per wagon —the fees shown above for full wagons.

If the consignor of animals demands the re-disinfection of already disinfected wagons supplied by the railway, then the ordinary fees are to be charged for the second disinfection.

A special charge is not made for disinfecting the places, gangways, enclosures, and apparatus used in loading and unloading animals.

The disinfection fee is only charged once, irrespective of whether one or several railways participate in transit. An exception is, however, made in the case of consignments which, for reasons not the fault of the railway, for example, official instructions, have to be trans-shipped, in which case the disinfection fee is also charged for the fresh wagon supplied, and also in the case of consignments to or from narrow-gauge lines, for which a disinfection fee is charged both for the narrow and broad-gauge railways.

If a consignor asks for double-floored wagons for the conveyance of pigs, lambs, goats, or calves, and

LIVE STOCK TRAFFIC—*continued.*

Austria and Hungary—*continued.*

if wagons of another build are supplied to him, then only the disinfection fee for a double-floored wagon is charged, viz., 5 Kr.

When live stock are consigned by one sender in one sending station to several consignees in one and the same station of destination, and if all the animals can be loaded in one wagon, then only the disinfection fee for one wagon is charged for all the consignments.

Similarly, only the disinfection fee for one wagon is charged if several consignors in the same sending station send live stock to one consignee to one station, and the animals can be loaded in one wagon.

836. Special rates in Austria.

On the Austrian State railways the following special rates are in operation:—

For horses, foals, mules, horned cattle, pigs, sheep, and goats in wagon-loads by Slow trains.

Rate per Km. per Sq. metre of loading area, including Station and Service Terminals, and subject to conditions of the General Regulations.

Distance.	Horses, Foals, and Mules.	Horned Cattle.		Pigs, Sheep, and Goats.	
		Between all Stations.	To Wien, Penzing, and Nussdorf.	Single-floored Wagon.	Double floored-Wagon.
Km.	Heller.	Heller.	Heller.	Heller.	Heller.
1– 50	3·2	1·8	1·8	2·0	3·0
51–150	2·4	1·7	1·6	1·9	2·8
151–300	2·0	1·6	1·5	1·8	2·6
Over 300	1·6	1·5	1·3	1·2	1·8

For breeding animals in wagon-loads by Slow trains:—Rate, 20 Heller per wagon per Km. for all distances, including Station and Service Terminals, and subject to conditions of General Regulations.

837. Special rates in Hungary.

On the Hungarian State Railways the following special rates are in operation:—

I. Horses, cattle, etc., in any number:—
Charged normal weight at Exceptional Tariff V.

Note.—For horses, foals, and mules, when the total normal weight exceeds 4,600 Kg., the consignment is charged for as 4,600 Kg. If sent in a stall-wagon 50 per cent. extra is charged.

For horned animals, pigs, etc., if the charges of Exceptional Tariffs VI. or VII. comes cheaper the latter are to be applied.

II. Horned cattle and small animals in wagon-loads—all stations—per Sq. m. . . . Charged at Exceptional Tariff VI.

Note.—Excess animals over a wagon-load are charged at Exceptional Tariff V.

III. Pigs, sheep, goats, and small animals in wagon-loads—all stations to Budapest and Köbánya—per Sq. m. . . . . Charged at Exceptional Tariff VII.

Note.—The rate applies only to double-floored wagons, fully loaded, and for delivery at stations named.

Bases of Exceptional Tariffs above-named:—

—	V. Per Tonne.	VI. Per Sq. metre.	VII. Per Sq. metre.
	Heller.	Heller.	Heller.
1 to 200 Km., per Km.	9·4	1·56	1·30
201 to 600 Km., per Km.	8·4	1·40	1·16
Station Terminal, added ..	120·0	20·00	20·00

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Horses of different owners loaded together.	—	—	—	723	—	—	—
Charges for return of animals when traffic temporarily interrupted.	—	—	—	720	—	—	—
Intermediate station rates and "Soudoure" tariffs.	638	—	—	—	—	—	—
Ordering of Wagons—	—	644	690	726, 735	772	794A, 800	794A, 800
Acceptance and Dispatch of Traffic—							
Acceptance and dispatch of animals, ..	629	644, 649	656, 674, 686	714, 721, 725, 731.	—	805	805
Mode of conveyance, ...	—	644	666, 685	722, 734	762	804, 809	804, 809
Sick or infected animals, ...	—	—	675	716	763	—	—
Speed of cattle trains, ...	—	—	668	—	—	—	—
Special trains.	—	649A	667	—	782	794A	794A
Loading, Unloading, and Removal—							
Loading and unloading accommodation,	—	—	660	—	—	—	—
Loading, unloading, and removal of animals.	622, 641	648	663, 664, 665, 679.	717, 732	774, 776	795, 802	795, 802
Demurrage for delayed loading, unloading, or removal.	—	—	—	728, 730, 736, 738.	773	—	—
Security against demurrage, ...	—	—	—	727, 735	—	—	—
Time limit for removal of animals after unloading.	—	—	687	729, 737	—	—	—
Conveyance Time Limits—	623, 635, 636	649	691	745	775	808	808
Accessory Fees—							
Fee for way bills, ...	—	—	—	754	785	—	—
Registration fees, ...	621, 630	655A	—	—	—	—	—
Loading and unloading fees, ...	631	—	—	—	—	—	—
Insurance of exceptional value of animals.	—	—	—	743	—	—	—
Interest in delivery, fee for, ..	—	655A	692	746, 747	787	—	—
Marking animals, do., ...	—	—	—	—	784	—	—
Head ropes, do., ...	—	—	—	—	790	—	—
Wagon partitions, do, ...	—	—	—	—	791	—	—
Hobble ropes, do., ...	—	—	—	—	—	834	834

INDEX—*continued.*

Analysis of Evidence.	Reference to Marginal Notes.						
	France.	Belgium.	Germany	Holland.	Denmark.	Austria.	Hungary.
LIVE STOCK—*continued.*							
Accessory Fees—*continued.*							
Fee for littering wagons, ...	—	—	—	—	—	833	833
Charge for watering, ...	—	—	681, 713	758	792	831	831
Sprinkling pigs, fee for, ...	—	—	—	—	—	832	832
Junction transhipment fees, ..	632	—	—	—	—	—	—
Forfeit when animals returned to sender,	—	—	—	757	—	—	—
Fee for executing supplemental orders,	—	—	703	—	—	—	—
Fee for animals unloaded in case of interrupted transit.	—	—	704	756	—	—	—
Demurrage fees, ...	—	—	689	759	769, 788	806, 829	806, 829
Lairage fees, stabling, or stallage, ..	633	—	662, 688, 712	—	789, 793	806, 830	806, 830
Accessory fees for small animals, ..	634	—	—	—	—	—	—
Disinfection fees, ...	624, 637	652	682, 711	715, 755	768, 794	801, 835	801, 835
Reimbursements, fee for, ...	—	—	—	—	786	—	—
General regulations, ...	—	—	705	—	—	—	—
Liability of Railways—							
Indemnity for delayed transit of animals,	—	650	—	—	—	—	—
Liability of railway in case of loss or injury.	620, 627	—	—	740	767	—	—
Animals injured, &c., in transit, ..	—	—	—	744	—	—	—
Compensation for loss or injury, ..	—	—	—	742	—	814, 825, 828	814, 825, 828
Non-liability of Railways—	633, 641, 642, 643	651	677	741	766	794A, 797, 803	794A, 797, 803
General Regulations—							
Attendants with animals, ...	640	645	676, 678	718	764, 770	798, 810	798, 810
Lamps for attendants at night, ..	—	—	673	—	—	—	—
Transport of fodder, tackle, &c., ..	—	—	659, 680	—	—	799	799
Littering materials to be used, ..	—	—	684	—	—	833	833
Treatment of animals, ...	—	—	—	—	765, 771	796	796
Arrangements for watering and feeding of animals.	—	—	661, 669, 670	719	—	—	—
Shunting loaded wagons, ...	—	—	671	—	—	—	—
Handling receptacles containing small animals.	—	—	672	—	—	—	—
Private horse boxes, ...	—	—	698, 700	—	—	—	—
Applicability of goods regulations, ..	—	—	692	—	777	—	—

APPENDIX No. 2.

REVISED TABLES of COMPARISON of Irish with Continental Railway Rates prepared by the Department of Agricultural and Technical Instruction, and handed in by Mr. PHILIP MACNULTY, Transit Inspector, during his examination on the 12th March, 1908.

NOTES.

The Irish Rates used in the Tables of Comparison, except those relating to sulphate of copper (Comparisons Nos. 27*a* and 27*b*), are those recorded in the rate books as being *permanently* in force. As regards sulphate of copper (for spraying potatoes)—for the past three seasons the Irish railways, generally, have at the instance of the Department of Agriculture and Technical Instruction for Ireland reduced the rates from Class I to Class C plus 25 per cent. Those reduced rates have, in the circumstances and as an exception, been adopted for the purposes of comparison.

In most instances, exceptional (or reduced) rates in Ireland carry the condition of transit at "owner's risk."

The 5-ton and 10-ton consignments which apply generally on Continental railways as clearly defined units of weight for wagon-load goods have been adopted in order to comply with the Vice-Regal Commission's request for a comparison of Irish Rates *with Continental Rates*. The desired comparison could not be obtained by using as a standard the units of 2-ton, 3-ton, 4-ton, 5-ton, 6-ton, &c., lots which apply on one or other of the Irish railways.

The comparisons have been limited to a maximum of 10 tons per consignment, as Ireland is usually regarded as "the country of small consignments."

Where a recorded Irish railway rate used for comparison purposes includes cartage, an amount in respect thereof has been deducted and the net figures brought into the tables. The amounts deducted were 1*s.* 3*d.* per ton for Dublin; 1*s.* per ton for Belfast, and 10*d.* per ton for all other places.

Names of Continental Railways, the Rates of which have been used in Tables of Comparison.

FRANCE, ...	Nord Railway.
BELGIUM, ...	State Railways.
GERMANY, ...	State Railways (Prussia-Eastern Section.
HOLLAND, ...	Holland Railway.
DENMARK, ...	State Railways.
AUSTRIA, ...	State Railways.
HUNGARY, ...	State Railways.

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES prepared for submission to the Vice-Regal Commission on Irish Railways.

Reference No.	Description of Traffic.	Consignment.
1 (a) (b) (c) .	Eggs, ...	1 ton, 5 tons, and 10 tons.
2 (a) (b) (c) .	Butter, ...	,, ,, ,,
3 (a) (b) (c) .	Bacon, ...	,, ,, ,,
4 (a) (b) (c) .	Oats, ...	,, ,, ,,
5 (a) (b) (c) .	Barley, ...	,, ,, ,,
6 (a) (b) (c) .	Wheat, ...	,, ,, ,,
7 (a) (b) (c) .	Indian Corn, ...	,, ,, ,,
8 (a) (b) (c) .	Oatmeal, ...	,, ,, ,,
9 (a) (b) (c) .	Barley Meal, ...	,, ,, ,,
10 (a) (b) (c) .	Flour, ...	,, ,, ,,
11 (a) (b) (c) .	Indian Meal, ...	,, ,, ,,
12 (a) (b) (c) .	Malt, ...	,, ,, ,,
13 (a) (b) (c) .	Bran and Pollard, ...	,, ,, ,,
14 (a) (b) (c) .	Artificial Manures, ...	,, ,, ,,
15 (a) (b) (c) .	Potatoes, ...	,, ,, ,,
16 (a) (b) (c) .	Agricultural Seeds, ...	,, ,, ,,
17 — — — .	Agricultural Implements, . . .	1 ton.
18 — — — .	Agricultural Machines, . . .	1 ton.
19 (a) (b) .	Horses in Trucks, Company's risk, . .	4 animals and 8 animals.
20 (a) (b) .	,, Owner's risk, . .	,, ,,
21 (a) (b) (c) (d) .	Cattle (including Calves), . . .	Part truck and full truck.
22 (a) (b) (c) .	Sheep and Lambs, ...	,, ,,
23 (a) (b) .	Pigs, ...	,, ,,
24 (a) (b) (c) .	Horses (quick transit) Company's risk, .	1, 2, and 3 animals.
25 (a) (b) (c) .	,, ,, Owner's risk, . .	,, ,,
26 (a) (b) (c) .	Cattle Feeding Cake, . . .	1 ton, 5 tons, and 10 tons.
27 (a) (b) .	Sulphate of Copper, ...	1 ton and 5 tons.
28 (a) (b) (c) .	Agricultural Drain Pipes, . . .	1 ton, 5 tons, and 10 tons.
29 — — —	Dead Pigs, ...	1 ton.
30 (a) (b) (c) .	Slates, ...	1 ton, 5 tons, and 10 tons.
31 — — —	Soap, ...	1 ton.
32 — — —	Woollen Goods, ...	..
33 — — —	Boots and Shoes, ...	..
34 (a) (b)	Round Timber, ...	5 tons and 10 tons.
35 (a) (b)	Sawn Timber, ...	1 ton and 5 tons.
36 (a) (b)	Coal, ...	5 tons and 10 tons.
37 (a) (b)	Basic Slag, ...	.. ..

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

EGGS—1 Ton Lots—Slow Transit. (No. 1a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
12	20	1	—	5 8	100	68	61	59	45	58	36	54
13	21	1	—	6 8	,,	60	53	53	41	55	44	59
20	33	4	8 2	—	,,	68	55	61	44	54	46	58
			—	9 7	,,	58	47	52	37	46	39	50
25	41	7	8 5	—	,,	78	61	71	48	61	56	69
			—	10 10	,,	61	48	55	38	47	44	53
27	44	4	9 2	—	,,	75	59	69	46	55	52	63
			—	11 3	,,	61	48	56	38	45	42	51
47	76	4	13 4	—	,,	83	59	75	44	53	54	63
			—	15 10	,,	70	50	63	37	45	46	53
49	79	3	13 0	—	,,	88	63	79	47	54	56	65
			—	13 9	,,	84	59	75	44	52	53	61
53	86	4	14 0	—	,,	88	61	79	46	54	58	66
			—	17 1	,,	72	50	65	38	44	48	54
71	115	4	17 6	—	,,	91	60	81	46	50	61	68
			—	20 6	,,	78	51	70	39	42	52	58
75	121	4	18 2	—	,,	92	60	82	46	50	63	71
			—	21 7	,,	77	50	69	39	42	53	59
78	126	3	—	22 2	,,	78	51	69	38	41	52	58
80	129	3	19 0	—	,,	93	60	82	46	48	61	68
			—	22 7	,,	78	50	69	38	40	51	57
102	165	2	22 6	—	,,	98	60	86	45	44	66	73
			—	26 11	,,	82	50	72	38	37	55	61
121	195	2	29 4	—	,,	87	51	76	38	36	59	65
			—	30 3	,,	85	49	74	37	35	57	63
124	200	4	29 7	—	,,	89	51	77	38	36	58	64
			—	32 8	,,	80	46	70	35	32	53	58
149	240	1	—	32 10	,,	95	50	81	39	34	63	67
190	306	2	—	42 1	,,	—	44	77	33	30	62	64

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	58	44	52	33	30	36	50
Highest percentage, ...	—	98	63	86	48	61	66	73
Prevailing percentage, ...	—	68 to 93	48 to 61	69 to 82	37 to 46	40 to 55	44 to 58	53 to 69

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

EGGS—5 Ton Lots—Slow Transit. (No. 1b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
12	20	1	—	5 7	100	45	60	58	46	46	28	39
13	21	1	—	6 8	„	39	51	52	40	45	34	41
20	33	4	7 2	—	„	50	62	60	44	50	41	45
			—	9 7	„	37	46	46	33	37	30	34
25	41	7	8 0	—	„	53	63	63	44	52	44	48
			—	10 10	„	39	46	46	32	38	32	35
27	44	4	8 4	—	„	54	63	62	43	50	42	46
			—	11 3	„	40	47	46	32	37	31	34
47	76	4	11 8	—	„	61	67	66	41	49	45	46
			—	15 10	„	45	49	49	30	36	33	34
49	79	3	12 1	—	„	61	66	66	41	47	43	45
			—	13 0	„	56	62	61	38	44	40	42
53	86	4	14 0	—	„	57	61	61	36	43	42	42
			—	17 1	„	46	50	50	30	35	34	35
71	115	4	15 4	—	„	65	67	70	40	46	49	50
			—	20 6	„	49	50	52	30	34	37	37
75	121	4	15 11	—	„	65	68	70	40	46	51	51
			—	21 7	„	48	50	51	29	34	38	38
78	126	3	—	22 2	„	48	50	51	29	33	37	37
80	129	3	16 8	—	„	66	68	70	40	44	49	49
			—	22 7	„	48	50	51	29	33	36	36
102	165	2	19 8	—	„	68	71	72	38	42	53	53
			—	26 11	„	49	50	52	28	31	38	38
121	195	2	29 4	—	„	52	50	55	27	31	40	41
			—	30 3	„	50	49	53	26	30	39	40
124	200	4	29 7	—	„	53	51	57	28	30	40	40
			—	32 8	„	48	46	51	25	27	36	37
149	240	1	—	32 10	„	53	49	58	28	30	42	42
190	306	2	—	42 1	„	—	44	56	24	26	41	39

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	37	44	46	24	26	28	34
Highest percentage, ...	—	68	71	72	46	52	53	53
Prevailing percentage, ...	—	45 to 57	46 to 63	46 to 63	28 to 44	30 to 46	32 to 44	34 to 46

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

EGGS—10 Ton Lots—Slow Transit. (No. 1c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
12	20	1	—	5 7	100	39	60	52	42	42	28	39
13	21	1	—	6 8	,,	34	51	47	36	40	33	41
20	33	4	7 2	—	,,	42	60	56	41	44	40	45
			—	9 7	,,	32	45	41	30	33	29	34
25	41	7	8 0	—	,,	45	63	57	41	46	43	48
			—	10 10	,,	33	46	42	30	34	31	35
27	44	4	8 4	—	,,	45	63	56	40	44	41	46
			—	11 3	,,	33	47	41	30	33	30	34
47	76	4	11 8	—	,,	51	67	57	39	44	43	46
			—	15 10	,,	37	49	42	28	32	32	34
49	79	3	12 1	—	,,	50	66	57	39	42	41	45
			—	13 0	,,	46	62	53	36	39	38	42
53	86	4	14 0	—	,,	46	60	52	35	38	39	42
			—	17 1	,,	38	49	43	28	31	32	35
71	115	4	15 4	—	,,	53	67	59	38	41	47	50
			—	20 6	,,	39	50	44	28	30	35	37
75	121	4	15 11	—	,,	53	67	59	38	40	49	51
			—	21 7	,,	39	49	44	28	30	36	38
78	126	3	—	22 2	,,	39	50	44	28	29	35	37
80	129	3	16 8	—	,,	53	68	59	38	39	47	49
			—	22 7	,,	39	50	44	28	29	34	36
102	165	2	19 8	—	,,	54	70	61	38	37	50	53
			—	26 11	,,	39	49	45	27	27	36	38
121	195	2	29 4	—	,,	41	50	47	26	27	38	41
			—	30 3	,,	40	49	46	26	26	37	40
124	200	4	29 7	—	,,	42	51	48	27	27	38	40
			—	32 8	,,	38	46	44	24	24	34	37
149	240	1	—	32 10	,,	41	49	51	27	26	40	42
190	306	2	—	42 1	,,	—	44	49	24	23	39	39

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	32	44	41	24	23	28	34
Highest percentage, ...	—	54	70	61	42	46	50	53
Prevailing percentage, ...	—	33 to 46	46 to 63	41 to 59	27 to 41	27 to 44	31 to 43	34 to 46

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BUTTER—1 Ton Lots—Slow Transit. (No. 2a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
15	25	2	5 0	—	100	74	77	81	58	73	58	79
			—	5 11	,,	62	65	69	49	62	49	66
21	34	3	5 10	—	,,	79	79	87	61	75	64	82
			—	8 4	,,	55	55	61	43	52	45	57
28	45	4	7 0	—	,,	80	78	93	55	73	68	82
			—	8 5	,,	67	65	77	45	61	56	69
40	65	2	10 2	—	,,	74	70	86	53	63	63	74
			—	10 8	,,	71	66	82	51	60	60	71
41	66	2	—	10 4	,,	74	69	86	53	65	62	73
42	68	1	—	10 6	,,	75	70	86	53	64	61	72
43	70	1	—	11 6	,,	70	65	80	49	58	56	66
54	87	4	12 0	—	,,	81	72	93	55	63	68	77
			—	15 7	,,	62	56	72	42	49	52	59
62	100	4	12 0	—	,,	91	79	105	59	67	75	85
			—	15 10	,,	69	60	80	45	51	57	64
80	129	1	—	15 0	,,	85	76	104	58	61	77	85
97	156	2	15 0	—	,,	106	87	123	69	59	94	103
			—	19 8	,,	81	66	94	51	45	72	78
102	165	1	—	19 3	,,	87	70	100	54	52	77	85
116	187	2	21 1	—	,,	88	69	102	52	50	78	86
			—	21 2	,,	88	68	102	52	50	78	65
117	189	2	—	20 0	,,	94	73	109	55	52	83	90
138	222	1	—	20 10	,,	99	76	120	58	53	94	101
149	240	1	—	24 4	,,	95	67	109	52	46	82	90
151	243	1	—	20 0	,,	116	83	134	64	57	107	109
153	247	2	24 4	—	,,	97	68	112	54	47	88	90
			—	24 9	,,	95	67	110	53	46	86	88
155	250	1	—	25 5	,,	94	66	108	51	45	84	86
171	276	1	—	27 9	,,	93	63	107	49	43	86	89
173	279	1	—	26 10	,,	97	66	112	51	45	89	92
174	280	1	—	26 10	,,	98	66	112	51	45	89	92
194	313	1	—	25 0	,,	—	75	132	57	50	107	110
204	329	1	—	25 0	,,	—	77	137	58	51	109	113
233	375	1	—	32 9	,,	—	63	116	47	41	91	97

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	55	55	61	42	41	45	57
Highest percentage, ...	—	116	87	137	69	75	109	113
Prevailing percentage, ...	—	67 to 99	60 to 79	77 to 112	45 to 61	45 to 67	56 to 89	64 to 92

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BUTTER—5 Ton Lots—Slow Transit. (No. 2b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
15	25	2	5 0	—	100	49	75	75	57	59	56	75
			—	5 11	,,	41	63	63	48	51	48	63
21	34	3	5 10	—	,,	51	76	77	54	61	62	78
			—	8 4	,,	36	53	54	38	43	44	55
28	45	4	7 0	—	,,	53	76	75	53	59	64	76
			—	8 5	,,	44	63	63	44	49	54	64
40	65	2	9 5	—	,,	53	73	73	47	55	65	74
			—	10 2	,,	49	68	68	43	51	60	69
41	66	2	—	10 4	,,	49	68	65	43	51	59	67
42	68	1	—	10 6	,,	50	68	68	44	51	58	66
43	70	1	—	11 6	,,	46	64	63	40	46	53	61
54	87	4	12 0	—	,,	53	71	71	43	50	65	72
			—	15 7	,,	41	55	55	33	39	50	56
62	100	4	11 0	—	,,	66	85	87	51	56	78	86
			—	15 10	,,	46	59	60	36	40	54	59
80	129	1	—	15 0	,,	58	75	77	44	49	73	79
97	156	2	15 0	—	,,	66	86	89	50	54	90	96
			—	17 3	,,	57	74	78	43	47	78	83
102	165	1	—	19 3	,,	54	69	73	39	43	74	78
116	187	2	21 1	—	,,	54	68	74	38	42	75	80
			—	21 2	,,	54	68	73	38	42	74	79
117	189	2	16 8	—	,,	69	87	94	48	53	95	101
			—	20 0	,,	58	73	79	40	44	79	84
138	222	1	—	20 10	,,	62	75	86	41	46	91	94
149	240	1	—	24 4	,,	55	67	79	37	40	81	83
151	243	1	—	20 0	,,	67	82	97	45	49	102	101
153	247	2	24 4	—	,,	56	68	81	38	41	84	83
			—	24 9	,,	55	67	79	37	40	83	82
155	250	1	—	25 5	,,	54	65	78	36	39	80	80
171	276	1	—	27 9	,,	52	63	78	35	38	82	82
173	279	1	—	26 10	,,	54	65	81	36	39	85	85
174	280	1	—	26 10	,,	55	66	82	36	39	85	85
194	313	1	—	20 10	,,	—	90	116	50	54	122	122
204	329	1	—	25 0	,,	—	77	84	43	38	87	87
233	375	1	—	32 9	,,	—	63	87	35	38	87	89

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	53	54	33	38	44	55
Highest percentage, ...	—	69	90	116	57	61	122	122
Prevailing percentage, ...	—	41 to 58	63 to 77	60 to 87	33 to 44	38 to 56	54 to 85	63 to 87

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BUTTER—10 Ton Lots—Slow Transit. (No. 2c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
15	25	2	5 0	—	100	49	75	67	52	54	54	75
			—	5 11	„	41	63	56	44	45	46	63
21	34	3	5 10	—	„	51	76	68	50	55	60	78
			—	8 4	„	36	53	48	35	38	42	55
28	45	4	7 0	—	„	53	76	68	49	53	61	76
			—	8 5	„	44	63	57	41	44	50	64
40	65	2	9 5	—	„	53	73	64	44	50	62	74
			—	10 2	„	49	68	59	41	46	57	69
41	66	2	—	10 4	„	49	68	59	40	46	57	67
42	68	1	—	10 6	„	50	68	59	41	45	56	66
43	70	1	—	11 6	„	46	64	55	38	41	51	61
54	87	4	12 0	—	„	53	71	61	40	45	61	72
			—	15 7	„	41	55	47	31	34	47	56
62	100	4	11 0	—	„	66	85	74	48	52	74	86
			—	15 10	„	46	59	51	34	36	51	59
80	129	1	—	15 0	„	58	75	66	42	43	69	79
97	156	2	15 0	—	„	66	86	77	48	48	84	96
			—	17 3	„	57	74	67	42	42	73	83
102	165	1	—	19 3	„	54	69	63	38	38	70	78
116	187	2	21 1	—	„	54	68	64	37	37	70	80
			—	21 2	„	54	68	63	37	37	70	79
117	189	2	16 8	—	„	69	87	81	47	47	89	101
			—	20 0	„	58	73	68	39	39	74	84
138	222	1	—	20 10	„	62	75	75	40	40	85	94
149	240	1	—	24 4	„	55	67	68	36	35	76	83
151	243	1	—	20 0	„	67	82	84	43	43	96	101
153	247	2	24 4	—	„	56	68	70	36	36	79	83
			—	24 9	„	55	67	69	36	35	78	82
155	250	1	—	25 5	„	54	65	68	35	35	76	80
171	276	1	—	27 9	„	52	63	68	34	33	77	82
173	279	1	—	26 10	„	54	65	71	35	34	80	85
174	280	1	—	26 10	„	55	66	71	35	34	80	85
194	313	1	—	20 10	„	—	90	101	48	47	115	122
204	329	1	—	25 0	„	—	77	88	41	40	98	87
233	375	1	—	32 9	„	—	63	76	33	33	81	89

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	53	47	31	33	42	55
Highest percentage, ...	—	69	90	101	52	55	115	122
Prevailing percentage, ...	—	41 to 58	63 to 77	56 to 77	33 to 44	34 to 47	50 to 80	63 to 87

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

BACON—1 Ton Lots—Slow Transit. (No. 3a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	2 6	—	100	110	117	103	90	113	83	123
			—	5 2	,,	53	56	50	44	55	40	60
20	33	5	5 0	—	,,	100	90	100	72	88	75	95
			—	7 6	,,	67	60	67	48	59	50	63
29	47	5	6 6	—	,,	101	86	104	68	83	73	88
			—	9 10	,,	67	56	68	45	55	48	59
30	49	4	8 0	—	,,	85	72	86	57	68	59	72
			—	10 0	,,	68	58	69	46	54	47	58
40	65	4	11 7	—	,,	74	61	76	47	55	55	65
			—	12 0	,,	72	59	73	45	53	53	63
41	66	1	—	11 2	,,	78	64	79	49	60	58	68
50	81	6	11 11	—	,,	87	69	89	53	62	68	78
			—	13 4	,,	78	62	79	47	55	61	69
60	97	3	13 10	—	,,	88	67	89	52	58	65	74
			—	14 6	,,	84	64	85	49	55	62	70
70	113	4	15 0	—	,,	93	69	93	52	58	71	79
			—	16 2	,,	86	64	87	48	54	66	74
71	115	2	14 1	—	,,	100	74	101	57	62	76	85
			—	17 4	,,	81	60	82	47	50	62	69
79	128	6	16 3	—	,,	95	69	96	53	56	71	79
			—	18 8	,,	83	60	83	46	49	62	69
80	129	3	16 0	—	,,	97	71	98	54	57	72	80
			—	18 10	,,	83	60	83	46	49	61	68
90	145	3	12 6	—	,,	138	99	138	76	76	106	117
			—	20 5	,,	84	61	85	47	46	65	71
91	147	2	20 2	—	,,	87	62	87	48	48	66	72
			—	20 8	,,	84	60	85	47	46	64	71
100	161	3	20 0	—	,,	95	66	95	51	50	74	82
			—	22 2	,,	85	60	85	46	45	67	74
101	163	2	10 10	—	,,	177	123	176	94	92	137	151
			—	22 3	,,	86	60	86	46	45	67	73
111	179	2	14 6	—	,,	143	97	143	74	71	108	119
			—	18 4	,,	113	77	113	58	56	85	94
124	200	4	14 6	—	,,	159	104	158	78	73	119	131
			—	25 3	,,	91	60	91	45	42	68	75
144	232	2	22 6	—	,,	116	72	115	56	50	91	97
			—	26 10	,,	97	60	96	47	42	77	81
145	234	3	23 11	—	,,	110	68	111	52	47	86	91
			—	28 0	,,	94	58	95	45	40	74	78
159	256	2	20 0	—	,,	142	85	140	66	58	111	116
			—	29 11	,,	95	57	94	44	39	74	78
170	274	1	—	17 6	,,	172	111	170	78	68	136	141
171	276	1	—	23 0	,,	132	76	129	59	52	103	108
178	287	1	—	31 3	,,	101	57	99	44	39	79	81
185	298	1	—	28 1	,,	115	65	113	50	44	90	93
204	329	1	—	29 10	,,	—	65	115	48	43	91	95
209	337	1	—	30 4	,,	—	64	116	48	43	91	96
233	375	1	—	32 9	,,	—	63	116	47	41	91	97

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	53	56	50	44	39	40	58
Highest percentage, ...	—	177	123	176	94	113	137	151
Prevailing percentage, ...	—	67 to 101	56 to 72	67 to 104	44 to 53	42 to 62	47 to 77	58 to 82

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BACON—5 Ton Lots—Slow Transit. (No. 3b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	2 6	—	100	73	110	113	87	97	63	117
			—	5 2	,,	35	53	55	42	47	31	56
20	33	5	5 0	—	,,	70	88	87	72	72	58	92
			—	7 6	,,	47	59	58	48	48	39	61
29	47	5	6 6	—	,,	71	83	83	68	67	54	82
			—	9 10	,,	47	55	55	45	44	35	54
30	49	4	8 0	—	,,	60	71	70	57	55	44	67
			—	10 0	,,	48	57	56	46	44	35	54
40	65	4	11 7	—	,,	53	60	60	47	45	40	60
			—	12 0	,,	51	58	58	45	43	39	58
41	66	1	—	11 2	,,	55	63	62	49	48	42	62
50	81	6	11 11	—	,,	62	69	68	52	49	49	73
			—	13 4	,,	55	62	61	47	44	44	65
60	97	3	13 10	—	,,	62	66	68	51	46	47	61
			—	14 6	,,	59	63	64	49	44	44	65
70	113	4	15 0	—	,,	64	68	71	52	47	51	73
			—	16 2	,,	60	63	65	48	43	47	68
71	115	2	14 1	—	,,	70	73	76	57	50	54	78
			—	17 4	,,	58	60	62	46	40	44	63
79	128	6	16 3	—	,,	66	69	71	53	45	50	73
			—	18 8	,,	57	60	62	46	39	44	64
80	129	3	16 0	—	,,	67	70	73	54	46	51	74
			—	18 10	,,	57	60	62	46	39	43	63
90	145	3	12 6	—	,,	94	98	102	76	62	75	108
			—	20 5	,,	58	60	62	47	38	46	66
91	147	2	20 2	—	,,	59	62	63	48	39	46	67
			—	20 8	,,	58	60	62	47	38	45	65
100	161	3	20 0	—	,,	64	65	69	51	41	52	75
			—	22 2	,,	58	59	62	46	37	47	68
101	163	2	10 10	—	,,	119	122	128	94	76	96	139
			—	22 3	,,	58	59	63	46	37	46	68
111	179	2	14 6	—	,,	96	97	104	74	59	75	110
			—	18 4	,,	76	77	82	59	47	59	87
124	200	4	14 6	—	,,	105	103	115	78	62	82	121
			—	25 3	,,	61	59	66	45	36	47	69
144	232	2	22 6	—	,,	75	71	83	56	43	62	90
			—	26 10	,,	63	60	69	47	36	52	75
145	234	3	23 11	—	,,	71	67	78	52	41	58	85
			—	28 0	,,	61	57	67	45	35	50	72
159	256	2	20 0	—	,,	90	84	102	66	51	75	108
			—	29 11	,,	60	56	68	44	34	50	72
170	274	1	—	17 6	,,	108	110	123	78	60	91	130
171	276	1	—	23 0	,,	82	76	94	59	46	69	99
178	287	1	—	31 3	,,	62	57	72	44	34	53	75
185	298	1	—	28 1	,,	71	65	82	50	39	60	86
204	329	1	—	29 10	,,	—	64	84	48	39	61	87
209	337	1	—	30 4	,,	—	64	85	48	38	61	88
233	375	1	—	32 9	,,	—	63	87	47	38	61	89

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	53	55	42	34	31	54
Highest percentage, ...	—	119	122	128	94	97	96	139
Prevailing percentage, ...	—	47 to 71	57 to 71	55 to 73	44 to 53	36 to 49	35 to 58	54 to 75

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

BACON—10 Ton Lots—Slow Transit. (No. 3c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	2 6	—	100	73	110	100	87	87	63	117
			—	5 2	„	35	53	48	42	42	31	56
20	33	5	5 0	—	„	70	88	80	72	63	57	92
			—	7 6	„	47	59	53	48	42	38	61
29	47	5	6 6	—	„	71	83	76	68	60	53	82
			—	9 10	„	47	55	50	45	40	35	54
30	49	4	8 0	—	„	60	71	62	57	49	42	67
			—	10 0	„	48	57	50	46	39	34	54
40	65	4	11 7	—	„	53	60	52	47	40	39	60
			—	12 0	„	51	58	50	45	39	38	58
41	66	1	—	11 2	„	55	63	55	49	42	40	62
50	81	6	11 11	—	„	62	69	59	52	44	47	73
			—	13 4	„	55	62	53	47	40	42	65
60	97	3	13 10	—	„	62	66	57	51	41	44	61
			—	14 6	„	59	63	55	49	39	42	65
70	113	4	15 0	—	„	64	68	59	52	41	48	73
			—	16 2	„	60	63	55	48	38	44	98
71	115	2	14 1	—	„	70	73	64	57	44	51	78
			—	17 4	„	58	60	52	46	36	41	63
79	128	6	16 3	—	„	66	69	61	53	40	47	73
			—	18 8	„	57	60	53	46	35	41	64
80	129	3	16 0	—	„	67	70	62	54	41	48	74
			—	18 10	„	57	60	52	46	35	41	63
90	145	3	12 6	—	„	94	98	87	76	55	71	108
			—	20 5	„	58	60	53	47	34	43	66
91	147	2	20 2	—	„	59	62	54	48	34	44	67
			—	20 8	„	58	60	53	47	33	43	65
100	161	3	20 0	—	„	64	65	60	51	36	49	75
			—	22 2	„	58	59	54	46	33	44	68
101	163	2	10 10	—	„	119	122	111	94	67	90	139
			—	22 3	„	58	59	54	46	33	44	68
111	179	2	14 6	—	„	96	97	89	74	52	71	110
			—	18 4	„	76	77	70	59	41	56	87
124	200	4	14 6	—	„	105	103	98	78	55	77	121
			—	25 3	„	61	59	56	45	31	44	69
144	232	2	22 6	—	„	75	71	72	56	38	58	90
			—	26 10	„	63	60	60	47	32	49	75
145	234	3	23 11	—	„	71	67	68	52	36	55	85
			—	28 0	„	61	57	58	45	31	47	72
159	256	2	20 0	—	„	90	84	84	66	44	70	108
			—	29 11	„	60	56	56	44	30	48	72
170	274	1	—	17 6	„	108	110	107	78	53	86	130
171	276	1	—	23 0	„	82	76	82	59	40	65	99
178	287	1	—	31 3	„	62	57	62	44	30	50	75
185	298	1	—	28 1	„	71	65	72	50	34	57	86
204	329	1	—	29 10	„	—	64	74	48	34	57	87
209	337	1	—	30 4	„	—	64	74	48	34	57	88
233	375	1	—	32 9	„	—	63	76	47	33	57	89

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	53	48	42	30	31	54
Highest percentage, ...	—	119	122	111	94	87	90	139
Prevailing percentage, ...	—	47 to 71	57 to 71	50 to 62	44 to 53	30 to 44	31 to 57	54 to 75

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

OATS—1 Ton Lots—Slow Transit. (No. 4a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	2 0	—	100	107	145	107	102	143	82	95
			—	3 0	,,	71	97	71	68	95	54	63
15	25	7	2 6	—	,,	116	154	130	109	146	92	96
			—	4 2	,,	69	93	78	65	88	55	58
21	34	10	3 9	—	,,	94	122	109	86	118	77	78
			—	5 2	,,	68	89	79	63	85	56	56
25	41	5	4 2	—	,,	94	124	114	90	122	86	86
			—	5 8	,,	70	91	84	66	90	63	63
30	49	6	5 0	—	,,	88	116	108	85	109	71	71
			—	6 3	,,	71	93	86	68	87	57	57
40	65	5	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	7	5 6	—	,,	109	150	153	102	133	108	103
			—	8 9	,,	68	94	96	64	84	68	65
54	87	10	7 0	—	,,	89	124	127	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
70	113	4	9 4	—	,,	78	111	120	75	93	82	79
			—	10 9	,,	68	96	104	65	81	71	69
81	131	4	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	74	70
91	147	4	11 2	—	,,	76	112	126	74	86	84	81
			—	13 0	,,	65	96	108	64	74	72	69
100	161	3	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
116	187	7	13 1	—	,,	72	111	132	74	80	87	85
			—	14 9	,,	64	98	117	66	70	78	75
163	263	4	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	134	69	67	89	83
178	287	2	—	16 8	,,	69	108	152	75	73	99	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	89	71	61	67	54	56
Highest percentage, ...	—	116	154	153	109	146	108	103
Prevailing percentage, ...	—	63 to 80	89 to 112	92 to 132	61 to 76	70 to 99	62 to 87	56 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

OATS—5 Ton Lots—Slow Transit. (No. 4b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 9	—	100	61	84	76	87	79	73	77
			—	2 9	,,	39	53	48	56	50	46	49
15	25	7	2 6	—	,,	70	82	77	81	74	78	72
			—	3 10	,,	46	53	50	53	48	51	47
21	34	10	3 0	—	,,	76	83	78	79	74	85	75
			—	4 8	,,	49	53	50	51	47	55	48
25	41	5	4 0	—	,,	67	71	69	69	65	79	71
			—	5 0	,,	53	57	55	55	52	63	57
30	49	5	4 0	—	,,	78	80	79	76	70	79	70
			—	6 3	,,	50	51	50	49	45	50	45
40	65	5	6 4	—	,,	59	63	67	56	52	68	60
			—	7 0	,,	54	57	61	51	47	62	54
50	81	7	5 6	—	,,	80	83	92	74	68	100	85
			—	8 9	,,	50	53	58	46	43	63	54
54	87	10	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	50
70	113	4	8 10	—	,,	63	60	79	59	51	82	71
			—	9 4	,,	59	56	75	56	48	77	67
81	131	4	8 0	—	,,	76	69	99	72	63	105	90
			—	10 6	,,	58	52	75	55	48	80	68
91	147	4	10 4	—	,,	63	55	85	61	51	87	74
			—	11 3	,,	58	50	78	56	47	80	68
100	161	3	10 10	—	,,	63	53	87	61	51	92	80
			—	11 3	,,	61	51	84	59	49	89	77
116	187	7	11 4	—	,,	66	53	95	63	52	97	85
			—	13 1	,,	57	46	82	54	45	84	73
163	263	4	12 6	—	,,	70	53	117	66	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81
178	287	2	15 0	—	,,	61	45	106	59	50	107	90
			—	16 8	,,	55	41	95	53	45	97	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	39	41	48	45	41	46	45
Highest percentage, ...	—	93	95	117	87	79	121	102
Prevailing percentage, ...	—	46 to 67	45 to 63	57 to 95	45 to 63	41 to 52	55 to 97	47 to 77

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

OATS—10 Ton Lots—Slow Transit. (No. 4c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 9	—	100	56	86	70	77	68	58	68
			—	2 6	,,	40	60	50	53	47	40	47
15	25	7	2 6	—	,,	61	83	69	68	64	61	68
			—	3 10	,,	40	54	45	44	42	40	44
21	34	10	3 0	—	,,	67	83	71	68	64	68	71
			—	4 2	,,	48	60	51	49	46	49	51
25	41	5	3 9	—	,,	61	76	65	63	59	66	68
			—	4 3	,,	54	67	57	56	52	58	60
30	49	6	4 0	—	,,	68	79	71	64	61	62	64
			—	5 9	,,	46	55	49	45	42	43	45
40	65	5	5 6	—	,,	59	73	70	52	52	60	63
			—	7 0	,,	46	57	55	41	41	47	50
50	81	7	5 0	—	,,	75	92	92	65	65	83	88
			—	8 9	,,	43	52	52	37	37	48	50
54	87	10	5 0	—	,,	79	95	98	64	68	83	88
			—	9 6	,,	42	50	51	34	36	44	46
70	113	4	6 0	—	,,	78	88	107	62	65	89	96
			—	7 10	,,	60	67	82	48	50	48	73
81	131	4	6 0	—	,,	85	92	120	68	72	103	112
			—	8 4	,,	61	66	87	49	52	74	80
91	147	4	8 7	—	,,	64	66	92	50	53	77	83
			—	11 2	,,	44	51	71	38	41	59	64
100	161	3	9 0	—	,,	65	64	95	51	53	81	89
			—	9 4	,,	63	62	91	49	51	78	86
116	187	7	9 5	—	,,	68	64	104	52	54	85	96
			—	11 1	,,	58	54	88	44	46	72	81
163	263	4	10 6	—	,,	74	63	126	60	58	102	108
			—	12 6	,,	62	53	105	50	49	85	91
178	287	2	12 0	—	,,	68	56	119	55	53	94	99
			—	12 10	,,	64	53	112	51	50	88	92

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	40	50	45	34	36	40	44
Highest percentage, ...	—	85	95	126	77	72	103	112
Prevailing percentage, ...	—	40 to 68	50 to 79	49 to 92	44 to 68	41 to 65	47 to 85	44 to 88

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

BARLEY—1 Ton Lots—Slow Transit. (No. 5a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
8	13	1	—	3 0	100	71	97	71	68	95	54	63
15	25	4	3 8	—	,,	80	105	89	75	100	64	66
			—	4 2	,,	69	93	78	65	88	55	58
20	33	4	3 0	—	,,	114	150	132	108	148	97	97
			—	4 6	,,	76	100	88	72	98	65	65
25	41	2	—	5 0	,,	78	103	95	75	102	72	72
30	49	6	5 0	—	,,	88	115	108	85	108	72	72
			—	6 3	,,	71	93	86	68	87	57	57
40	65	1	—	7 6	,,	70	94	92	66	86	63	62
50	81	5	5 6	—	,,	109	150	153	102	133	108	103
			—	9 3	,,	65	89	91	61	79	64	61
54	87	2	7 10	—	,,	80	111	114	73	97	76	72
			—	7 11	,,	79	109	113	73	96	75	72
70	113	2	—	9 4	,,	78	111	120	75	93	82	79
81	131	2	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	73	70
91	147	2	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
116	187	1	—	13 1	,,	72	111	132	74	79	87	85
120	193	1	—	13 3	,,	72	112	133	76	79	90	88
163	263	1	—	15 9	,,	70	109	148	76	74	98	93
118	287	1	—	16 8	,,	69	108	152	75	73	99	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	65	89	71	61	73	54	57
Highest percentage, ...	—	114	150	153	108	148	108	103
Prevailing percentage, ...	—	65 to 80	93 to 115	86 to 124	64 to 76	79 to 108	57 to 85	57 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BARLEY—5 Ton Lots—Slow Transit. (No. 5b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	1	—	2 9	100	39	55	48	55	52	45	48
15	25	4	3 0	—	„	58	69	64	67	61	64	61
			—	3 10	„	46	53	50	53	48	51	47
20	33	4	3 0	—	„	73	70	78	79	74	85	75
			—	4 6	„	49	54	52	53	49	57	50
25	41	2	—	5 0	„	53	57	55	55	52	63	57
30	49	6	4 9	—	„	65	67	67	65	60	67	60
			—	6 3	„	50	51	50	49	45	50	45
40	65	1	—	7 6	„	50	53	57	47	44	58	51
50	81	5	5 6	—	„	80	83	92	74	68	100	85
			—	9 3	„	48	50	55	44	41	60	51
54	87	2	5 0	—	„	93	95	108	85	78	110	94
			—	7 11	„	59	60	68	54	49	69	59
70	113	2	—	9 4	„	59	56	75	56	48	77	67
81	131	2	8 0	—	„	76	69	99	72	63	105	90
			—	10 4	„	59	53	77	56	48	81	69
91	147	2	11 3	—	„	58	50	78	56	47	80	68
			—	11 10	„	55	48	74	53	44	76	65
116	187	1	—	13 1	„	57	46	82	54	45	84	73
120	193	1	—	13 3	„	57	45	84	54	46	87	76
163	263	1	—	15 9	„	56	42	93	53	45	96	81
178	287	1	—	16 8	„	55	41	95	53	45	97	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	39	41	48	44	41	45	45
Highest percentage, ...	—	93	95	108	85	78	110	94
Prevailing percentage, ...	—	46 to 65	50 to 70	50 to 78	49 to 67	41 to 61	50 to 85	45 to 69

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BARLEY—10 Ton Lots—Slow Transit. (No. 5c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	1	—	2 9	100	36	55	46	48	42	36	42
15	25	4	3 0	—	,,	50	69	58	56	53	50	56
			—	3 2	,	47	66	55	53	50	47	53
20	33	4	3 0	—	,,	65	81	71	68	64	68	71
			—	4 6	,,	43	54	47	45	43	45	47
25	41	2	3 9	—	,,	62	76	64	62	60	67	69
			—	4 3	,,	55	67	57	55	53	59	61
30	49	6	4 6	—	,,	60	70	63	56	54	55	57
			—	6 3	,,	43	51	46	41	39	39	41
40	65	1	—	7 6	,,	43	53	51	38	38	44	46
50	81	5	5 0	—	,,	75	92	92	65	65	83	88
			—	9 3	,,	41	50	49	35	35	45	48
54	87	2	5 0	—	,,	79	95	98	64	68	83	88
			—	6 6	,,	60	73	76	50	53	64	68
70	113	2	6 0	—	,,	78	88	107	62	65	89	96
			—	6 6	,,	72	81	99	58	60	82	88
81	131	2	6 0	—	,,	85	92	120	68	72	103	112
			—	8 0	,,	64	69	91	51	54	77	83
91	147	2	9 7	—	,,	57	59	83	44	48	69	74
			—	11 10	,,	46	48	67	36	39	56	60
116	187	1	—	11 1	,,	58	54	88	44	46	72	81
120	193	1	—	11 3	,,	59	53	89	45	46	74	84
163	263	1	—	10 6	,,	74	63	126	60	58	102	108
178	287	1	—	12 10	,,	64	53	112	51	50	88	92

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	48	46	35	35	36	41
Highest percentage, ...	—	85	95	126	68	72	103	112
Prevailing percentage, ...	—	41 to 68	50 to 76	46 to 83	41 to 62	35 to 54	39 to 69	41 to 71

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

WHEAT—1 Ton Lots—Slow Transit. (No. 6a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	2 0	—	100	107	145	107	102	143	82	95
			—	3 1	„	70	95	70	68	92	54	62
15	25	3	2 6	—	„	116	154	130	109	146	92	96
			—	3 10	„	76	100	85	72	96	61	63
25	41	4	5 0	—	„	78	103	95	75	102	72	72
			—	5 8	„	69	91	84	66	90	63	63
30	49	5	5 0	—	„	88	116	108	85	109	71	71
			—	6 3	„	71	93	86	68	87	57	57
40	65	2	6 6	—	„	80	109	106	76	99	73	72
			—	7 6	„	70	94	92	66	86	63	62
50	81	4	5 6	—	„	109	150	153	102	133	108	103
			—	8 3	„	73	100	102	68	89	72	69
70	113	4	8 11	—	„	82	116	125	78	98	86	83
			—	10 9	„	68	96	104	65	81	71	69
81	131	2	10 4	—	„	77	111	123	74	90	85	81
			—	12 0	„	66	96	106	67	77	73	70
91	147	4	11 3	—	„	75	111	124	74	85	84	80
			—	13 0	„	65	96	108	64	74	72	69
100	161	1	—	12 1	„	73	110	125	73	82	86	84
116	187	5	—	13 1	„	72	111	132	74	79	87	85
147	237	2	—	14 10	„	71	108	145	77	76	94	90
163	263	2	15 9	—	„	70	109	148	76	74	98	93
			—	17 6	„	63	98	134	69	67	89	83
178	287	1	—	16 8	„	69	108	152	75	73	99	93
192	309	2	13 6	—	„	—	137	201	95	93	129	120
			—	17 6	„	—	106	155	74	71	100	92

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	91	70	64	67	54	57
Highest percentage, ...	—	116	154	201	109	146	129	120
Prevailing percentage, ...	—	65 to 82	93 to 116	84 to 134	64 to 78	74 to 99	61 to 89	62 to 85

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

WHEAT—5 Ton Lots—Slow Transit. (No. 6b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 9	—	100	61	84	76	87	79	73	77
			—	3 1	,,	35	49	43	49	46	41	43
15	25	3	2 6	—	,,	70	82	77	81	74	78	72
			—	3 10	,,	46	54	50	52	48	50	48
25	41	4	4 0	—	,,	66	70	69	68	64	79	70
			—	5 2	,,	52	55	53	53	50	61	55
30	49	5	5 0	—	,,	62	64	63	61	56	63	56
			—	6 2	,,	50	51	51	50	46	51	46
40	65	2	6 4	—	,,	59	63	67	56	52	68	60
			—	6 6	,,	58	62	65	55	50	67	59
50	81	4	5 6	—	,,	80	83	92	74	68	100	85
			—	7 6	,,	59	61	68	54	50	73	62
70	113	4	8 11	—	,,	62	59	79	59	51	81	70
			—	9 4	,,	59	56	75	56	48	78	67
81	131	2	8 0	—	,,	76	69	99	72	63	105	90
			—	10 4	,,	59	53	77	56	49	81	69
91	147	4	11 3	—	,,	58	50	78	56	47	80	68
			—	11 10	,,	55	48	74	53	44	76	65
100	161	1	—	12 1	,,	57	48	78	54	46	83	72
116	187	5	—	13 1	,,	57	46	82	54	45	84	73
147	237	2	—	14 10	,,	56	42	90	54	45	91	78
163	263	2	12 6	—	,,	70	53	117	66	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81
178	287	1	—	16 8	,,	55	41	95	53	45	97	81
192	309	2	13 6	—	,,	—	51	126	68	58	126	105
			—	17 6	,,	—	40	97	52	45	97	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	40	43	49	44	41	43
Highest percentage, ...	—	80	84	126	87	79	126	105
Prevailing percentage, ...	—	50 to 70	46 to 64	63 to 93	49 to 61	44 to 58	61 to 85	55 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

WHEAT—10 Ton Lots—Slow Transit. (No. 6c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 9	—	100	56	84	70	77	68	58	68
			—	2 9	,,	36	55	46	48	42	36	42
15	25	3	2 6	—	,,	61	82	69	68	64	61	68
			—	3 0	,,	50	69	58	56	53	50	56
25	41	4	3 9	—	,,	62	76	64	62	60	67	69
			—	5 2	,,	45	55	47	46	43	48	49
30	49	5	4 6	—	,,	59	70	63	57	54	56	57
			—	5 9	,,	46	55	49	45	42	43	45
40	65	2	5 7	—	,,	58	72	69	52	51	59	62
			—	6 4	,,	51	63	61	46	45	53	55
50	81	4	5 0	—	,,	75	92	92	65	65	83	88
			—	7 6	,,	44	61	61	43	43	56	59
70	113	4	6 0	—	,,	78	88	107	62	65	89	96
			—	9 2	,,	51	57	70	41	43	58	63
81	131	2	6 0	—	,,	85	92	120	68	72	103	112
			—	8 4	,,	61	66	87	49	52	74	80
91	147	4	9 7	—	,,	57	59	83	44	48	69	74
			—	11 10	,,	46	48	67	36	39	56	60
100	161	1	—	10 3	,,	57	56	83	45	46	71	79
116	187	5	10 0	—	,,	64	60	98	49	51	80	90
			—	11 1	,,	58	54	88	44	46	72	81
147	237	2	—	11 9	,,	62	54	103	49	49	82	90
163	263	2	10 6	—	,,	74	63	126	60	58	102	108
			—	12 6	,,	62	53	106	50	49	85	91
178	287	1	—	12 10	,,	64	53	112	51	50	88	92
192	309	2	13 3	—	,,	—	52	116	52	51	91	93
			—	14 11	,,	—	46	103	46	45	80	83

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	46	46	36	39	36	42
Highest percentage, ...	—	85	92	126	77	72	103	112
Prevailing percentage, ...	—	44 to 64	52 to 72	46 to 88	43 to 62	42 to 65	56 to 89	55 to 93

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

INDIAN CORN—1 Ton Lots—Slow Transit. (No. 7a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	3	2 0	—	100	107	145	107	102	143	82	95
			—	3 0	,,	71	97	71	68	95	55	63
15	25	7	2 6	—	,,	117	153	130	110	147	93	97
			—	4 2	,,	70	92	78	66	88	56	58
20	33	5	3 3	—	,,	105	139	122	99	136	89	90
			—	5 0	,,	68	90	79	65	89	58	58
25	41	6	4 2	—	,,	94	124	114	90	122	86	86
			—	5 8	,,	70	91	84	66	90	63	63
30	49	8	5 0	—	,,	88	115	108	85	108	72	72
			—	6 3	,,	71	93	86	68	87	57	57
40	65	5	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	4	6 6	—	,,	92	127	130	86	113	91	88
			—	8 3	,,	73	100	102	68	89	72	69
54	87	10	7 0	—	,,	89	124	127	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
70	113	5	8 11	—	,,	82	116	125	78	98	86	83
			—	10 9	,,	68	96	104	65	81	71	69
81	131	4	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	73	70
91	147	4	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
100	161	3	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
113	182	3	12 6	—	,,	74	114	135	76	83	91	89
			—	12 10	,,	72	111	131	74	81	89	87
120	193	4	13 3	—	,,	72	112	133	76	79	90	88
			—	15 0	,,	64	99	118	67	70	80	78
152	245	2	—	15 2	,,	70	109	145	77	75	96	91
163	263	4	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	134	69	67	89	83
178	287	1	—	16 8	,,	69	108	152	75	73	99	93
190	306	1	—	17 4	,,	—	107	155	74	72	101	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	90	71	61	67	55	57
Highest percentage, ...	—	117	153	155	110	147	101	97
Prevailing percentage, ...	—	63 to 82	90 to 116	92 to 135	61 to 77	67 to 99	62 to 93	57 to 88

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

INDIAN CORN—5 Ton Lots—Slow Transit. (No. 7b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	3	1 9	—	100	61	84	76	87	79	73	77
			—	2 9	,,	39	55	48	55	52	45	48
15	25	7	2 6	—	,,	70	82	77	81	74	78	72
			—	3 10	,,	46	53	50	53	48	51	47
20	33	5	3 0	—	,,	72	81	78	78	72	86	75
			—	5 0	,,	44	49	47	47	44	51	45
25	41	6	4 0	—	,,	66	70	69	68	64	79	70
			—	5 0	,,	53	56	55	54	51	63	56
30	49	8	4 9	—	,,	65	67	67	65	60	67	60
			—	6 3	,,	50	51	50	49	45	50	45
40	65	5	5 0	—	,,	75	80	85	72	65	87	77
			—	6 6	,,	58	62	65	55	50	67	59
50	81	4	6 4	—	,,	70	72	80	64	59	87	74
			—	7 6	,,	59	61	68	54	50	73	62
54	87	10	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	50
70	113	5	8 10	—	,,	63	60	79	59	51	82	71
			—	9 0	,,	61	58	78	58	50	81	69
81	131	4	8 0	—	,,	76	69	99	72	63	105	90
			—	10 6	,,	58	52	75	55	48	80	68
91	147	4	10 4	—	,,	63	55	85	61	51	87	74
			—	11 8	,,	56	49	75	54	45	77	66
100	161	3	10 10	—	,,	63	53	87	61	51	92	80
			—	11 3	,,	61	51	84	59	49	89	77
113	182	3	8 4	—	,,	88	71	126	83	71	132	115
			—	12 10	,,	57	46	82	54	46	86	75
120	193	4	11 6	—	,,	66	52	96	62	53	100	88
			—	13 4	,,	57	46	83	53	45	86	76
152	245	2	13 8	—	,,	62	47	101	59	50	103	88
			—	15 2	,,	56	42	91	53	45	93	79
163	263	4	12 6	—	,,	70	53	117	66	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81
178	287	1	—	15 0	,,	61	45	106	59	50	107	90
190	306	1	—	15 7	,,	—	44	107	59	50	109	91

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	39	42	47	45	41	45	45
Highest percentage, ...	—	93	95	126	87	79	132	115
Prevailing percentage, ...	—	49 to 70	46 to 72	50 to 85	45 to 65	41 to 60	50 to 87	45 to 77

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

INDIAN CORN—10 Ton Lots—Slow Transit. (No. 7c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
8	13	3	1 9	—	100	56	86	70	77	68	58	68
			—	2 9	,,	35	55	44	49	43	37	43
15	25	7	2 6	—	,,	61	83	69	68	64	61	68
			—	3 2	,,	47	66	55	53	50	47	53
20	33	5	3 0	—	,,	64	81	72	67	64	67	69
			—	5 0	,,	39	48	43	41	38	41	42
25	41	6	3 9	—	,,	62	76	64	62	60	67	69
			—	5 0	,,	47	57	48	47	45	50	52
30	49	8	4 6	—	,,	59	70	63	57	54	56	57
			—	6 0	,,	44	53	47	43	40	42	43
40	65	5	5 0	—	,,	65	80	77	58	57	67	70
			—	5 7	,,	58	72	69	52	51	60	63
50	81	4	6 4	—	,,	59	72	72	51	51	66	70
			—	7 6	,,	44	61	61	43	43	56	59
54	87	10	5 0	—	,,	79	95	98	64	68	83	88
			—	9 6	,,	42	50	51	34	36	44	46
70	113	5	6 0	—	,,	78	88	107	62	65	89	96
			—	7 10	,,	60	67	82	48	50	68	74
81	131	4	6 0	—	,,	85	92	120	68	72	103	112
			—	8 4	,,	61	66	87	49	52	74	80
91	147	4	8 7	—	,,	64	66	92	50	53	77	83
			—	11 8	,,	47	49	68	36	39	56	61
100	161	3	9 0	—	,,	65	64	95	51	53	81	89
			—	9 4	,,	63	62	91	49	51	78	86
113	182	3	8 4	—	,,	76	71	115	59	61	96	108
			—	10 8	,,	59	55	90	46	48	75	84
120	193	4	10 0	—	,,	66	60	101	51	52	83	94
			—	11 3	,,	59	53	89	45	46	74	84
152	245	2	11 6	—	,,	65	56	108	51	51	87	94
			—	11 11	,,	63	54	104	50	50	84	91
163	263	4	10 6	—	,,	74	63	126	60	58	102	108
			—	12 6	,,	62	53	106	50	49	85	91
178	287	1	—	12 0	,,	68	56	119	55	54	95	99
190	306	1	—	12 6	,,	—	55	122	55	54	96	99

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	48	43	34	36	37	42
Highest percentage, ...	—	85	95	126	77	72	103	112
Prevailing percentage, ...	—	42 to 66	50 to 76	47 to 98	41 to 64	36 to 54	41 to 83	46 to 88

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

OATMEAL—1 Ton Lots—Slow Transit. (No. 8a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	7	2 0	—	100	107	145	107	102	143	82	95
			—	3 0	,,	71	97	71	68	95	54	63
15	25	10	2 6	—	,,	117	153	130	110	147	93	97
			—	4 2	,,	70	92	78	66	88	56	58
20	33	7	3 9	—	,,	91	120	106	86	118	77	78
			—	5 0	,,	68	90	79	65	89	58	58
25	41	7	4 2	—	,,	94	124	114	90	122	86	86
			—	5 8	,,	70	91	84	66	90	63	63
30	49	9	4 8	—	,,	95	123	116	91	116	77	77
			—	6 3	,,	71	92	87	68	87	57	57
40	65	8	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	6	7 6	—	,,	80	110	112	74	98	79	76
			—	8 9	,,	69	94	96	64	84	68	65
54	87	11	7 0	—	,,	90	124	128	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
70	113	8	9 4	—	,,	78	111	120	75	93	82	79
			—	10 9	,,	68	96	104	65	81	71	69
81	131	9	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	73	70
91	147	11	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
100	161	3	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
113	182	2	12 6	—	,,	74	114	135	76	83	91	89
			—	12 10	,,	72	111	131	74	81	89	87
120	193	8	13 3	—	,,	72	111	133	75	79	90	88
			—	15 0	,,	64	99	118	67	70	80	78
150	242	2	—	15 0	,,	71	110	145	77	76	97	92
163	263	3	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	134	69	67	89	93
178	287	3	16 8	—	,,	69	108	152	75	73	99	93
			—	16 9	,,	69	107	151	75	73	99	92
190	306	2	—	17 4	,,	—	107	155	74	72	101	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	90	72	61	67	54	57
Highest percentage, ...	—	117	153	155	110	147	101	97
Prevailing percentage, ...	—	63 to 80	90 to 112	92 to 134	61 to 76	70 to 99	56 to 86	57 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

OATMEAL—5 Ton Lots—Slow Transit. (No. 8b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	7	1 6	—	100	72	100	89	100	94	83	89
			—	2 11	,,	36	50	45	50	47	44	46
15	25	10	2 6	—	,,	70	83	77	80	73	77	73
			—	4 0	,,	44	51	48	51	46	49	45
20	33	7	3 0	—	,,	72	81	78	78	72	86	75
			—	5 0	,,	44	49	47	47	44	51	45
25	41	7	4 0	—	,,	66	70	69	68	64	79	70
			—	5 2	,,	51	54	53	53	50	61	54
30	49	9	4 8	—	,,	66	68	68	66	61	68	61
			—	6 0	,,	51	53	53	51	47	53	47
40	65	8	6 4	—	,,	59	63	67	56	52	68	60
			—	6 10	,,	55	59	62	52	48	63	56
50	81	6	6 4	—	,,	69	73	80	64	60	87	74
			—	8 9	,,	50	52	58	47	43	63	53
54	87	11	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	49
70	113	8	9 0	—	,,	61	59	78	58	50	80	69
			—	9 4	,,	59	56	75	56	48	78	67
81	131	9	8 0	—	,,	76	69	99	72	63	105	90
			—	11 0	,,	55	50	72	52	46	76	65
91	147	11	11 3	—	,,	58	50	78	56	47	80	68
			—	11 10	,,	55	48	74	53	44	76	65
100	161	3	11 6	—	,,	59	50	82	57	48	87	75
			—	12 1	,,	57	48	78	54	46	83	72
113	182	2	8 4	—	,,	88	71	126	83	71	132	115
			—	12 10	,,	57	46	82	54	46	86	75
120	193	8	13 3	—	,,	57	45	84	53	46	87	76
			—	13 9	,,	55	44	81	52	44	84	74
150	242	2	—	15 0	,,	56	43	90	53	46	94	80
163	263	3	12 6	—	,,	70	53	117	66	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81
178	287	3	16 8	—	,,	55	41	95	53	45	97	81
			—	16 9	,,	55	40	95	53	45	96	80
190	306	2	—	17 4	,,	—	40	97	53	45	98	82

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	40	45	45	41	44	45
Highest percentage, ...	—	93	100	126	100	94	132	115
Prevailing percentage, ...	—	49 to 72	40 to 59	53 to 84	45 to 58	41 to 52	58 to 87	45 to 76

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

OATMEAL—10 Ton Lots—Slow Transit. (No. 8c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	7	1 6	—	100	67	100	83	89	78	67	78
			—	2 9	,,	36	55	46	48	42	36	42
15	25	10	2 6	—	,,	60	83	70	67	63	60	67
			—	3 4	,,	45	63	53	50	48	45	50
20	33	7	3 0	—	,,	64	81	72	67	64	67	69
			—	5 0	,,	39	48	43	41	38	41	42
25	41	7	3 9	—	,,	62	76	64	62	60	67	69
			—	5 2	,,	45	55	47	46	43	48	49
30	49	9	4 8	—	,,	58	68	61	54	52	53	55
			—	6 0	,,	44	53	47	43	40	42	43
40	65	8	5 7	—	,,	58	72	69	52	51	60	63
			—	6 10	,,	48	59	56	43	41	49	51
50	81	6	6 4	—	,,	59	72	72	51	51	66	70
			—	8 9	,,	43	52	52	37	37	48	50
54	87	11	5 0	—	,,	79	95	98	64	68	83	88
			—	9 6	,,	41	50	52	34	36	44	46
70	113	8	6 0	—	,,	78	88	107	62	65	89	96
			—	9 2	,,	51	57	70	41	43	58	63
81	131	9	7 6	—	,,	68	73	96	54	58	83	89
			—	11 0	,,	47	50	66	37	40	56	61
91	147	11	9 7	—	,,	57	59	83	44	48	69	74
			—	11 10	,,	46	48	67	36	39	56	60
100	161	3	10 3	—	,,	57	56	83	45	47	71	79
			—	11 6	,,	51	50	74	40	41	63	70
113	182	2	8 4	—	,,	76	71	115	59	61	96	108
			—	10 8	,,	59	55	90	46	48	75	84
120	193	8	10 0	—	,,	66	60	101	51	52	83	94
			—	13 9	,,	48	44	73	37	38	60	68
150	242	2	—	11 11	,,	62	54	103	50	49	84	91
163	263	3	11 0	—	,,	71	60	120	57	56	97	103
			—	12 6	,,	62	53	106	50	49	85	91
178	287	3	12 10	—	,,	64	53	112	51	50	88	92
			—	14 2	,,	58	48	101	47	45	80	84
190	306	2	13 3	—	,,	—	52	115	52	51	91	93
			—	14 9	,,	—	47	103	47	46	82	84

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	44	43	34	36	36	42
Highest percentage, ...	—	79	100	120	89	78	97	108
Prevailing percentage, ...	—	41 to 64	48 to 73	46 to 83	34 to 54	36 to 53	41 to 69	42 to 74

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

BARLEY MEAL—1 Ton Lots—Slow Transit. (No. 9a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	2 0	—	100	107	145	107	102	143	82	95
			—	3 0	,,	71	97	71	68	95	54	63
15	25	7	2 6	—	,,	116	154	130	109	146	92	96
			—	4 2	,,	70	92	78	66	88	56	58
20	33	5	4 3	—	,,	80	106	93	76	104	68	68
			—	5 0	,,	68	90	79	65	89	58	58
25	41	5	4 2	—	,,	95	124	115	90	122	86	86
			—	5 8	,,	70	91	84	66	90	63	63
30	49	8	5 0	—	,,	88	115	108	85	108	72	72
			—	6 3	,,	71	93	86	68	87	57	57
40	65	4	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	5	7 6	—	,,	80	110	112	74	98	79	76
			—	8 9	,,	69	94	96	64	84	68	65
54	87	10	7 0	—	,,	90	124	128	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
70	113	4	9 4	—	,,	78	111	120	75	93	82	79
			—	10 9	,,	68	96	104	65	81	71	69
81	131	3	10 6	—	,,	75	109	121	73	88	84	80
			—	12 0	,,	66	96	106	64	77	73	70
91	147	4	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
100	161	3	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
113	182	1	—	12 10	,,	72	111	131	74	81	89	87
120	193	5	13 3	—	,,	72	111	133	75	79	90	88
			—	15 0	,,	64	99	118	67	70	80	78
152	245	2	—	15 2	,,	70	109	145	77	75	96	91
163	263	2	—	15 9	,,	70	109	148	76	74	98	93
178	287	2	—	16 8	,,	69	108	152	75	73	99	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	64	90	71	61	70	54	57
Highest percentage, ...	—	116	154	152	109	146	99	96
Prevailing percentage, ...	—	64 to 80	90 to 111	84 to 128	61 to 77	70 to 99	56 to 86	57 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BARLEY MEAL—5 Ton Lots—Slow Transit. (No. 9b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 6	—	100	72	100	89	100	94	83	89
			—	2 9	,,	39	55	48	55	52	45	48
15	25	7	2 6	—	,,	70	82	77	81	74	78	72
			—	3 10	,,	46	54	50	52	48	50	48
20	33	5	3 0	—	,,	72	81	78	78	72	86	75
			—	5 0	,,	44	49	47	47	44	51	45
25	41	5	4 0	—	,,	66	70	69	68	64	79	70
			—	5 2	,,	51	54	53	53	50	61	54
30	49	8	4 9	—	,,	66	67	66	64	59	66	59
			—	6 0	,,	51	53	53	51	47	53	47
40	65	4	6 4	—	,,	59	63	67	56	52	68	60
			—	7 0	,,	54	57	61	51	46	62	55
50	81	5	6 4	—	,,	69	73	80	64	60	87	74
			—	8 9	,,	50	52	58	47	43	63	53
54	87	10	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	49
70	113	4	8 10	—	,,	63	60	79	59	51	82	71
			—	9 4	,,	59	56	75	56	48	78	67
81	131	3	8 0	—	,,	76	69	99	72	63	105	90
			—	10 6	,,	58	52	75	55	48	80	68
91	147	4	11 3	—	,,	58	50	78	56	47	80	68
			—	11 10	,,	55	48	74	53	44	76	65
100	161	3	10 0	—	,,	68	58	94	66	55	100	87
			—	11 3	,,	61	51	84	59	49	89	77
113	182	1	—	12 10	,,	57	46	82	54	46	86	75
120	193	5	13 3	—	,,	57	45	84	53	46	87	76
			—	13 9	,,	55	44	81	52	44	84	74
152	245	2	13 8	—	,,	62	47	101	59	50	103	88
			—	15 2	,,	56	42	91	53	45	93	79
163	263	2	—	15 9	,,	56	42	93	53	45	96	81
178	287	2	—	16 8	,,	55	41	95	53	45	97	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	39	41	47	45	41	45	45
Highest percentage, ...	—	93	100	108	100	94	110	94
Prevailing percentage, ...	—	49 to 72	41 to 67	50 to 84	45 to 64	41 to 60	50 to 87	47 to 76

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

BARLEY MEAL—10 Ton Lots—Slow Transit. (No. 9c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	4	1 6	—	100	67	100	83	89	78	67	78
15	25	7	—	2 9	,,	36	55	46	48	42	36	42
			2 6	—	,,	61	82	69	68	64	61	68
20	33	5	—	3 2	,,	47	66	55	53	50	47	53
			3 0	—	,,	64	81	72	67	64	67	69
25	41	5	—	5 0	,,	39	48	43	41	36	41	42
			3 9	—	,,	62	76	64	52	60	67	69
30	49	8	—	5 2	,,	45	55	47	46	43	48	49
			4 8	—	,,	58	68	61	54	52	53	55
40	65	4	—	6 0	,,	44	53	47	43	40	42	43
			5 6	—	,,	59	73	70	53	52	61	64
50	81	5	—	7 0	,,	46	57	55	42	40	48	50
			6 4	—	,,	59	72	72	51	51	66	70
54	87	10	—	8 9	,,	43	52	52	37	37	48	50
			5 0	—	,,	79	95	98	64	68	83	88
70	113	4	—	9 6	,,	41	50	52	34	36	44	46
			6 0	—	,,	78	88	107	62	65	89	96
81	131	3	—	9 2	,,	51	57	70	41	43	58	63
			7 6	—	,,	68	73	96	54	58	83	89
91	147	4	—	8 4	,,	61	66	87	49	52	74	80
			8 7	—	,,	64	66	92	50	53	77	83
100	161	3	—	11 10	,,	46	48	67	36	39	56	60
			9 0	—	,,	65	64	95	51	53	81	89
113	182	1	—	10 0	,,	58	58	85	46	48	73	81
			—	10 8	,,	59	55	90	46	48	75	84
120	193	5	10 0	—	,,	66	60	111	51	52	83	94
			—	13 9	,,	48	44	73	37	38	60	68
152	245	2	11 6	—	,,	65	56	108	51	51	87	94
			—	11 11	,,	63	54	104	50	50	84	91
163	263	2	12 4	—	,,	63	53	107	51	50	87	92
			—	13 5	,,	58	49	98	47	46	80	84
178	287	2	12 10	—	,,	64	53	112	51	50	88	92
			—	14 2	,,	58	48	101	47	45	80	84

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	44	43	34	36	36	42
Highest percentage, ...	—	79	100	112	89	78	89	96
Prevailing percentage, ...	—	41 to 66	48 to 73	43 to 87	34 to 54	36 to 53	47 to 83	42 to 84

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

FLOUR—1 Ton Lots—Slow Transit. (No. 10a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	10	2 0	—	100	108	146	108	104	142	83	96
			—	3 0	,,	71	97	71	68	95	54	63
15	25	14	2 6	—	,,	116	154	130	109	146	92	96
			—	4 2	,,	69	93	78	65	88	55	58
20	33	13	3 3	—	,,	105	139	122	99	136	89	90
			—	5 0	,,	68	90	80	65	88	58	58
25	41	7	4 2	—	,,	94	124	114	90	122	86	86
			—	5 8	,,	70	91	84	66	90	63	63
30	49	11	4 8	—	,,	95	123	116	91	116	77	77
			—	6 3	,,	71	93	86	68	87	57	57
40	65	8	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	8	7 6	—	,,	80	110	112	74	98	79	76
			—	8 9	,,	69	94	96	64	84	68	65
54	87	11	7 0	—	,,	90	124	128	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
70	113	8	9 4	—	,,	78	111	120	75	93	82	79
			—	10 9	,,	68	96	104	65	81	71	69
81	131	11	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	73	70
91	147	10	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
100	161	6	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
120	193	9	13 3	—	,,	72	111	133	75	79	90	88
			—	15 0	,,	64	99	118	67	70	80	78
150	242	3	—	15 0	,,	71	110	145	77	76	97	92
163	263	4	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	134	69	67	89	83
178	287	3	16 8	—	,,	69	108	152	75	73	99	93
			—	16 9	,,	69	107	151	75	73	99	92
190	306	3	—	17 4	,,	—	107	155	74	72	101	93

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	90	71	61	67	54	57
Highest percentage, ...	—	116	154	155	109	146	101	96
Prevailing percentage, ...	—	63 to 80	90 to 111	92 to 134	61 to 76	70 to 99	62 to 92	57 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

FLOUR—5 Ton Lots—Slow Transit. (No. 10b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	10	1 9	—	100	61	84	76	87	79	73	77
			—	2 11	,,	36	50	45	52	47	44	46
15	25	14	2 6	—	,,	70	83	77	80	73	77	73
			—	4 2	,,	42	49	46	49	44	47	43
20	33	13	3 0	—	,,	72	81	78	78	72	86	75
			—	5 0	,,	43	48	47	47	43	52	45
25	41	7	4 0	—	,,	67	71	69	69	65	79	71
			—	5 2	,,	51	54	53	53	50	61	54
30	49	11	4 8	—	,,	66	68	68	66	61	68	61
			—	6 3	,,	50	51	50	49	45	50	45
40	65	8	6 0	—	,,	63	66	71	59	55	72	63
			—	7 0	,,	54	57	61	51	46	62	55
50	81	8	5 0	—	,,	88	92	102	81	76	110	94
			—	8 9	,,	50	52	58	47	43	63	53
54	87	11	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	49
70	113	8	9 0	—	,,	61	59	78	58	50	80	69
			—	9 10	,,	56	54	71	53	46	73	63
81	131	11	8 0	—	,,	76	69	99	72	63	105	89
			—	11 0	,,	55	50	72	52	46	76	65
91	147	10	9 6	—	,,	68	59	92	66	55	95	81
			—	11 8	,,	56	49	75	54	45	77	66
100	161	6	10 0	—	,,	69	58	95	66	55	100	87
			—	12 2	,,	56	47	78	54	45	82	71
120	193	9	12 0	—	,,	63	50	92	59	51	96	84
			—	13 9	,,	55	44	81	52	44	84	74
150	242	3	—	15 0	,,	56	43	90	53	46	94	80
163	263	4	12 6	—	,,	70	53	117	66	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81
178	287	3	16 8	—	,,	55	41	95	53	45	97	81
			—	16 9	,,	55	40	95	53	45	96	80
190	306	3	—	17 4	,,	—	40	97	53	45	98	82

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	40	45	45	41	44	43
Highest percentage, ...	—	93	95	117	87	79	121	102
Prevailing percentage, ...	—	49 to 72	40 to 69	45 to 81	45 to 69	41 to 63	44 to 86	43 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

FLOUR—10 Ton Lots—Slow Transit. (No. 10c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	10	1 9	—	100	57	86	71	76	67	57	67
			—	2 9	,,	35	55	44	49	43	37	43
15	25	14	2 6	—	,,	60	83	70	67	63	60	67
			—	4 2	,,	37	50	41	41	38	37	41
20	33	13	3 0	—	,,	64	81	72	67	64	67	69
			—	5 0	,,	38	48	43	40	38	40	42
25	41	7	3 9	—	,,	62	76	64	62	60	67	69
			—	5 2	,,	45	55	47	46	43	48	49
30	49	11	4 8	—	,,	58	68	61	54	52	53	55
			—	6 3	,,	43	51	46	41	39	39	41
40	65	8	5 7	—	,,	58	72	69	52	51	59	62
			—	7 0	,,	46	57	55	42	40	48	50
50	81	8	5 0	—	,,	75	92	92	65	65	83	88
			—	8 9	,,	43	52	52	37	37	48	50
54	87	11	5 0	—	,,	79	95	98	64	68	83	88
			—	9 6	,,	41	50	52	34	36	44	46
70	113	8	6 0	—	,,	78	88	107	62	65	89	96
			—	9 10	,,	48	53	65	38	40	54	59
81	131	11	7 6	—	,,	68	73	96	54	58	83	89
			—	11 0	,,	47	50	66	37	40	56	61
91	147	10	9 6	—	,,	58	60	84	45	48	70	75
			—	11 8	,,	47	49	68	36	39	56	61
100	161	6	10 0	—	,,	58	58	85	46	48	73	81
			—	10 3	,,	57	56	83	45	47	71	79
120	193	9	10 11	—	,,	60	55	92	47	48	76	86
			—	13 9	,,	48	44	73	37	38	60	68
150	242	3	—	11 11	,,	62	54	103	50	49	84	91
163	263	4	11 0	—	,,	71	60	120	57	56	97	103
			—	12 6	,,	62	53	106	50	49	85	91
178	287	3	12 10	—	,,	64	53	112	51	50	88	92
			—	14 2	,,	58	48	101	47	45	80	84
190	306	3	13 3	—	,,	—	52	115	52	51	91	93
			—	14 9	,,	—	47	103	47	46	82	84

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	44	41	34	36	37	41
Highest percentage, ...	—	79	95	120	76	68	97	103
Prevailing percentage ..	—	37 to 64	44 to 73	41 to 73	34 to 54	36 to 58	37 to 71	41 to 69

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

INDIAN MEAL—1 Ton Lots—Slow Transit. (No. 11a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest. Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	2 0	—	100	107	145	107	102	143	82	95
			—	3 0	,,	71	97	71	68	95	54	63
15	25	7	2 6	—	,,	116	154	130	109	146	92	96
			—	4 2	,,	70	92	78	66	88	56	58
26	33	5	4 3	—	,,	80	106	93	76	104	68	68
			—	5 0	,,	68	90	79	65	89	58	58
25	41	7	4 2	—	,,	95	124	115	90	122	86	86
			—	5 8	,,	69	91	84	66	90	63	63
30	49	10	5 0	—	,,	88	115	108	85	108	72	72
			—	6 3	,,	71	93	86	68	87	57	57
40	65	5	6 6	—	,,	80	109	106	76	99	73	72
			—	7 6	,,	70	94	92	66	86	63	62
50	81	5	7 0	—	,,	86	118	120	80	105	85	81
			—	8 9	,,	69	94	96	64	84	68	65
54	87	11	7 0	—	,,	90	124	128	82	108	85	81
			—	10 0	,,	63	87	90	58	76	59	57
70	113	5	9 4	—	,,	78	111	120	75	93	82	79
			—	9 6	,,	66	91	94	61	80	62	60
81	134	4	10 4	—	,,	77	111	123	74	90	85	81
			—	12 0	,,	66	96	106	64	77	73	70
91	147	4	11 3	—	,,	75	111	124	74	85	84	80
			—	13 0	,,	65	96	108	64	74	72	69
100	161	3	12 1	—	,,	73	110	125	73	82	86	84
			—	13 9	,,	64	96	110	64	72	76	73
113	182	3	12 6	—	,,	74	114	135	76	83	91	89
			—	12 10	,,	72	111	131	74	81	89	87
120	193	6	13 3	—	,,	72	112	133	76	79	90	88
			—	15 0	,,	64	99	118	67	70	80	78
152	245	3	15 2	—	,,	70	109	145	77	75	96	91
			—	16 10	,,	63	99	130	69	68	86	82
163	263	4	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	134	69	67	89	83

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	87	71	58	67	54	57
Highest percentage, ...	—	116	154	148	109	146	98	96
Prevailing percentage, ...	—	63 to 80	91 to 115	90 to 135	64 to 82	72 to 99	56 to 86	57 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

INDIAN MEAL—5 Ton Lots—Slow Transit. (No. 11b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	1 6	—	100	71	98	88	102	92	85	90
			—	2 11	,,	36	50	45	52	47	44	46
15	25	7	2 6	—	,,	70	82	77	81	74	78	72
			—	3 10	,,	46	54	50	52	48	50	48
20	33	5	3 0	—	,,	72	81	78	78	72	86	75
			—	5 0	,,	44	49	47	47	44	51	45
25	41	7	4 0	—	,,	66	70	69	68	64	79	70
			—	5 2	,,	52	55	53	53	50	61	55
30	49	10	4 9	—	,,	66	67	66	64	59	66	59
			—	6 3	,,	50	51	50	49	45	50	45
40	65	5	5 0	—	,,	75	80	85	72	65	87	77
			—	6 10	,,	55	59	62	52	48	63	56
50	81	5	6 4	—	,,	69	73	80	64	60	87	74
			—	8 9	,,	50	52	58	47	43	63	53
54	87	11	5 0	—	,,	93	95	108	85	78	110	94
			—	9 6	,,	49	50	57	45	41	58	49
70	113	5	8 10	—	,,	63	60	79	59	51	82	71
			—	9 4	,,	59	56	75	56	48	78	67
81	131	4	8 0	—	,,	76	69	99	72	63	105	90
			—	10 6	,,	58	52	75	55	48	80	68
91	147	4	11 3	—	,,	58	50	78	56	47	80	68
			—	11 10	,,	55	48	74	53	44	76	65
100	161	3	10 0	—	,,	69	58	95	66	55	100	87
			—	11 3	,,	61	51	84	59	49	89	77
113	182	3	8 4	—	,,	88	71	126	83	71	132	115
			—	12 10	,,	57	46	82	54	46	86	75
120	193	6	12 0	—	,,	63	50	92	59	50	96	84
			—	13 9	,,	55	44	81	52	44	84	74
152	245	3	13 8	—	,,	62	47	101	59	50	103	88
			—	15 6	,,	55	41	89	52	44	91	77
163	263	4	12 6	—	,,	70	53	117	67	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	41	45	45	41	44	45
Highest percentage, ...	—	93	98	126	102	92	132	115
Prevailing percentage, ...	—	49 to 72	44 to 70	50 to 89	45 to 68	41 to 60	50 to 89	45 to 77

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

INDIAN MEAL—10 Ton Lots—Slow Transit. (No. 11c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	5	1 6	—	100	65	100	81	90	79	68	79
			—	2 9	„	35	55	44	49	43	37	43
15	25	7	2 6	—	„	61	82	69	68	64	61	68
			—	3 2	„	47	66	55	53	50	47	53
20	33	5	3 0	—	„	64	81	72	67	64	67	69
			—	5 0	„	39	48	43	41	38	41	42
25	41	7	3 9	—	„	61	76	65	63	59	66	68
			—	5 2	„	45	55	47	45	44	48	50
30	49	10	4 8	—	„	58	68	61	54	52	53	55
			—	6 3	„	43	51	46	41	39	39	41
40	65	5	5 0	—	„	65	80	77	58	57	67	70
			—	6 10	„	48	59	56	43	41	49	51
50	81	5	6 4	—	„	59	72	72	51	52	66	70
			—	8 9	„	43	52	52	37	37	48	50
54	8	11	5 0	—	„	79	95	98	64	68	83	88
			—	9 6	„	41	50	52	34	36	44	46
70	113	5	6 0	—	„	78	88	107	62	65	89	96
			—	9 2	„	51	57	70	41	43	58	63
81	131	4	7 6	—	„	68	73	96	54	58	83	89
			—	8 10	„	58	62	82	46	49	70	75
91	147	4	8 7	—	„	64	66	92	50	53	77	83
			—	11 10	„	46	48	67	36	39	56	60
100	161	3	9 0	—	„	65	64	95	51	53	81	89
			—	10 0	„	58	58	85	46	48	73	81
113	182	3	8 4	—	„	76	71	115	59	61	96	108
			—	10 8	„	59	55	90	46	48	75	84
120	193	6	10 0	—	„	66	60	101	51	53	83	94
			—	13 9	„	48	44	73	37	38	61	68
152	245	3	11 6	—	„	65	56	108	51	51	87	94
			—	15 6	„	48	41	80	38	38	65	70
163	263	4	10 6	—	„	74	63	126	60	58	102	108
			—	12 6	„	62	53	106	50	49	85	91

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	41	43	34	36	37	41
Highest percentage, ...	—	79	100	126	90	79	102	108
Prevailing percentage, ...	—	41 to 65	48 to 73	43 to 82	34 to 54	36 to 59	44 to 83	41 to 79

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

MALT—1 Ton Lots—Slow Transit. (No. 12a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
16	26	2	4 0	—	100	74	99	84	72	100	73	98
			—	4 4	,,	69	91	75	67	92	67	91
25	41	3	4 2	—	,,	94	124	114	90	122	114	138
			—	5 6	,,	72	94	87	68	93	86	105
30	49	2	—	5 6	,,	80	105	98	77	99	86	105
50	81	2	—	7 6	,,	80	110	113	75	90	108	123
54	87	2	7 11	—	,,	84	115	122	77	98	113	129
			—	9 2	,,	68	95	97	63	83	89	101
58	94	1	—	6 0	,,	111	152	160	102	130	150	170
81	131	1	—	12 0	,,	66	96	106	64	77	73	70
113	182	1	—	12 10	,,	72	111	131	74	81	129	141
163	263	2	15 9	—	,,	70	109	148	76	74	98	93
			—	17 6	,,	63	98	133	69	67	131	137

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	91	75	63	67	67	70
Highest percentage, ...	—	111	152	160	102	130	150	170
Prevailing percentage, ...	—	63 to 80	91 to 115	84 to 122	63 to 77	74 to 100	73 to 114	91 to 129

MALT—5 Ton Lots—Slow Transit. (No. 12b.)

16	26	2	3 6	—	100	50	60	55	57	57	55	52
			—	4 0	,,	45	52	48	51	49	49	45
25	41	3	4 2	—	,,	64	68	66	66	62	76	68
			—	5 6	,,	48	51	50	49	47	57	51
30	49	2	—	5 6	,,	57	58	57	55	51	57	51
50	81	2	—	7 6	,,	59	61	68	54	50	74	63
54	87	2	6 0	—	,,	78	79	90	71	65	92	79
			—	7 11	,,	59	60	68	54	49	70	59
58	94	1	—	6 0	,,	82	82	95	76	67	102	87
81	131	1	—	8 0	,,	76	69	99	72	63	105	90
113	182	1	—	12 10	,,	57	46	82	54	46	86	75
163	263	2	12 6	—	,,	70	53	117	67	57	121	102
			—	15 9	,,	56	42	93	53	45	96	81

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	45	42	48	49	45	49	45
Highest percentage, ...	—	82	82	117	76	67	121	102
Prevailing percentage, ...	—	45 to 64	51 to 69	48 to 93	49 to 67	45 to 62	55 to 96	51 to 81

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

MALT—10 Ton Lots—Slow Transit. (No. 12c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary
			s. d.	s. d.	%	%	%	%	%	%	%	%
16	26	2	3 4	—	100	48	63	55	50	50	45	50
			—	3 6	,,	45	60	52	48	48	43	48
25	41	3	4 2	—	,,	56	68	58	56	54	60	62
			—	5 6	,,	42	52	44	43	40	45	46
30	49	2	—	4 8	,,	58	68	61	54	52	53	55
50	81	2	—	6 6	,,	58	71	70	50	50	64	68
54	87	2	6 0	—	,,	65	79	82	54	57	69	74
			—	6 10	,,	58	70	72	47	49	61	65
58	94	1	—	6 0	,,	69	82	86	57	58	76	81
81	131	1	—	8 0	,,	64	69	91	51	54	77	83
113	182	1	—	10 8	,,	59	55	90	46	48	75	84
163	263	2	12 6	—	,,	62	53	105	50	49	85	91
			—	13 5	,,	58	49	98	47	46	80	85

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	42	49	44	43	40	43	46
Highest percentage, ...	—	69	82	105	57	58	85	91
Prevailing percentage, ...	—	56 to 65	52 to 71	44 to 82	47 to 56	46 to 54	43 to 69	46 to 74

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BRAN, POLLARD, &c.—1 Ton Lots—Slow Transit. (No. 13a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	15	1 6	—	100	142	193	143	137	191	109	106
			—	3 0	,,	71	97	71	68	95	54	53
15	25	10	2 6	—	,,	116	154	130	109	146	92	83
			—	3 10	,,	76	100	85	72	96	61	54
20	33	11	3 9	—	,,	91	120	106	86	118	77	67
			—	5 10	,,	59	77	68	55	76	50	43
25	41	10	3 8	—	,,	107	140	131	102	139	97	82
			—	5 9	,,	69	90	83	65	89	62	52
30	49	9	4 8	—	,,	95	124	116	91	117	76	64
			—	6 3	,,	71	93	86	68	87	57	48
40	65	11	6 6	—	,,	80	109	106	76	99	73	60
			—	7 6	,,	70	94	92	66	86	63	52
50	81	6	5 9	—	,,	104	144	147	97	128	103	84
			—	8 3	,,	73	100	102	68	89	72	59
54	87	12	7 10	—	,,	80	110	114	74	97	76	62
			—	9 6	,,	66	91	94	61	80	62	51
70	113	11	8 11	—	,,	82	116	125	78	98	86	69
			—	10 9	,,	68	96	104	65	81	71	57
81	131	14	9 8	—	,,	82	119	132	79	96	91	74
			—	12 0	,,	66	96	106	64	77	73	60
91	147	10	11 3	—	,,	75	111	124	74	85	84	67
			—	13 0	,,	65	96	108	64	74	72	58
100	161	6	12 0	—	,,	74	110	126	74	83	87	71
			—	13 9	,,	64	96	110	64	72	76	62
120	193	12	12 10	—	,,	75	115	138	78	82	93	77
			—	15 0	,,	64	99	118	67	70	80	66
150	242	1	—	15 0	,,	71	110	145	77	76	97	75
163	263	4	15 9	—	,,	70	109	148	76	74	98	75
			—	17 6	,,	63	98	134	69	67	89	67
178	287	3	16 8	—	,,	69	108	152	75	73	99	74
			—	16 9	,,	69	107	152	75	73	99	74
190	306	2	—	17 4	,,	—	107	155	74	72	101	74

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	59	77	68	55	67	50	43
Highest percentage, ...	—	142	193	155	137	191	109	106
Prevailing percentage, ...	—	63 to 82	90 to 116	83 to 132	61 to 79	70 to 99	61 to 97	51 to 74

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BRAN, POLLARD, &c.—5 Ton Lots—Slow Transit. (No. 13b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	15	1 6	—	100	67	100	88	102	92	85	78
			—	2 6	,,	40	60	53	60	57	50	47
15	25	10	2 6	—	,,	60	82	77	81	74	78	67
			—	3 10	,,	39	54	50	53	48	51	43
20	33	11	3 0	—	,,	64	81	78	78	72	86	69
			—	5 10	,,	33	41	40	41	36	44	36
25	41	10	3 6	—	,,	67	81	79	79	74	90	74
			—	5 0	,,	47	57	55	54	51	63	52
30	49	9	4 6	—	,,	59	70	70	68	62	70	57
			—	5 9	,,	46	55	55	54	49	55	45
40	65	11	5 0	—	,,	65	80	85	72	65	87	70
			—	6 6	,,	50	62	65	55	50	67	54
50	81	6	5 9	—	,,	65	80	88	71	66	96	77
			—	7 6	,,	44	61	68	54	50	73	59
54	87	12	5 0	—	,,	78	95	108	85	78	110	88
			—	9 6	,,	41	50	57	45	41	58	46
70	113	11	6 0	—	,,	78	88	117	88	75	120	96
			—	8 0	,,	58	66	88	66	56	91	72
81	131	14	7 6	—	,,	68	73	106	77	67	112	90
			—	8 11	,,	57	62	89	64	56	94	76
91	147	10	8 7	—	,,	64	66	102	73	61	105	83
			—	11 8	,,	47	49	75	54	45	77	61
100	161	6	9 0	—	,,	65	64	105	73	61	111	90
			—	10 3	,,	57	56	92	64	54	98	79
120	193	12	10 0	—	,,	66	60	111	71	60	115	94
			—	11 3	,,	59	53	99	63	54	102	84
150	242	1	—	11 11	,,	62	54	113	67	57	118	91
163	263	4	10 6	—	,,	74	63	139	79	68	144	108
			—	13 5	,,	58	49	105	62	53	112	84
178	287	3	12 0	—	,,	68	56	132	73	62	134	99
			—	12 10	,,	64	53	123	69	68	125	93
190	306	2	12 6	—	,,	—	55	134	73	63	136	99
			—	13 3	,,	—	52	127	69	59	129	94

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	33	41	40	41	36	44	36
Highest percentage, ...	—	78	100	139	102	92	144	108
Prevailing percentag, ...	—	46 to 68	49 to 82	53 to 108	53 to 79	48 to 75	67 to 115	52 to 96

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BRAN, POLLARD, &c.—10 Ton Lots—Slow Transit. (No. 13c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	15	1 6	—	100	67	100	81	90	79	68	78
			—	2 6	,,	40	60	50	53	47	40	47
15	25	10	2 6	—	,,	60	82	69	68	64	61	67
			—	3 10	,,	39	54	45	44	42	40	43
20	33	11	3 0	—	,,	64	81	72	67	64	67	69
			—	5 10	,,	33	41	37	35	33	35	36
25	41	10	3 6	—	,,	67	81	69	67	64	71	74
			—	5 0	,,	47	57	49	47	45	49	52
30	49	9	4 6	—	,,	59	70	63	56	54	55	57
			—	5 9	,,	46	55	49	45	42	43	45
40	65	11	5 0	—	,,	65	80	77	58	57	67	70
			—	6 6	,,	50	62	59	45	44	51	54
50	81	6	5 9	—	,,	65	80	80	56	57	72	77
			—	7 6	,,	44	61	61	43	43	56	59
54	87	12	5 0	—	,,	78	95	98	64	68	83	88
			—	9 6	,,	41	50	52	34	36	44	46
70	113	11	6 0	—	,,	78	88	107	62	65	89	96
			—	8 0	,,	58	66	80	47	49	67	72
81	131	14	7 6	—	,,	68	73	96	54	58	83	90
			—	8 11	,,	57	62	81	46	49	69	76
91	147	10	8 7	—	,,	64	66	92	49	53	77	83
			—	11 8	,,	47	49	68	36	39	56	61
100	161	6	9 0	—	,,	65	64	95	51	53	81	90
			—	10 3	,,	57	56	83	45	47	71	79
120	193	12	10 0	—	,,	66	60	101	51	52	83	94
			—	11 3	,,	59	53	90	45	47	74	84
150	242	1	—	11 11	,,	62	54	103	50	49	84	91
163	263	4	10 6	—	,,	74	63	126	60	58	102	108
			—	13 5	,,	58	49	98	47	46	80	84
178	287	3	12 0	—	,,	68	56	119	55	54	95	99
			—	12 10	,,	64	53	112	51	50	88	93
190	306	2	12 6	—	,,	—	55	122	56	54	96	99
			—	13 3	,,	—	52	115	52	51	91	94

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	33	41	37	34	33	35	36
Highest percentage, ...	—	78	100	126	90	79	102	108
Prevailing percentage, ..	—	46 to 68	49 to 82	49 to 98	43 to 64	42 to 64	49 to 83	52 to 96

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

ARTIFICIAL MANURES—1 Ton Lots—Slow Transit. (No. 14a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	6	1 9	—	100	133	179	140	136	189	118	82
			—	3 6	,,	67	90	70	68	95	59	41
15	25	5	3 0	—	,,	97	131	108	97	122	97	61
			—	4 0	,,	73	98	81	73	92	73	46
20	33	6	3 3	—	,,	97	139	122	110	111	115	65
			—	5 0	,,	63	90	79	71	89	75	43
25	41	5	4 3	—	,,	82	121	113	96	120	112	59
			—	5 6	,,	62	94	87	74	93	83	45
29	47	5	5 5	—	,,	67	104	98	82	101	88	46
			—	6 0	,,	60	94		74	91	79	42
33	53	3	5 0	—	,,	76	122	116	95	118	112	56
			—	6 8	,,	57	92	87	71	88	84	42
42	68	7	4 9	—	,,	90	154	150	118	141	136	65
			—	7 9	,,	55	94	92	72	86	83	40
50	81	8	6 3	—	,,	75	132	135	100	118	130	61
			—	8 9	,,	53	94	96	71	84	93	44
56	90	7	7 6	—	,,	67	118	122	88	101	109	51
			—	9 4	,,	53	95	98	71	81	87	41
62	100	6	8 0	—	,,	66	119	126	89	100	112	51
			—	10 6	,,	51	90	96	68	76	86	39
70	113	6	8 11	—	,,	64	116	125	88	97	120	53
			—	10 9	,,	53	96	104	72	81	99	44
75	121	5	6 4	—	,,	93	171	188	131	143	182	80
			—	11 4	,,	52	96	105	73	80	102	45
81	131	6	10 4	—	,,	60	111	123	85	90	119	52
			—	12 0	,,	52	96	106	74	77	103	45
87	140	8	9 10	—	,,	65	123	136	93	95	126	55
			—	12 6	,,	51	97	107	73	75	99	43
98	158	5	11 0	—	,,	63	119	135	91	89	128	55
			—	13 6	,,	52	97	110	74	73	104	44
116	187	8	13 1	—	,,	59	111	132	84	80	126	54
			—	14 9	,,	52	98	117	75	71	112	47
123	198	2	13 5	—	,,	60	112	135	85	79	129	54
			—	13 6	,,	60	111	134	84	79	128	54
124	200	4	13 6	—	,,	61	113	138	85	79	129	55
			—	13 7	,,	60	111	135	84	78	127	54
152	245	3	15 2	—	,,	62	109	145	85	75	141	57
			—	16 10	,,	56	99	130	77	68	127	51
176	284	1	—	16 7	,,	63	99	151	84	73	149	58

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	51	90	70	68	68	59	39
Highest percentage, ...	—	133	179	188	136	189	182	82
Prevailing percentage, ...	—	51 to 67	90 to 123	87 to 136	68 to 97	71 to 101	83 to 130	39 to 61

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

ARTIFICIAL MANURES—5 Ton Lots—Slow Transit. (No. 14b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	6	1 9	—	100	63	92	70	118	72	92	49
			—	3 2	,,	35	51	39	65	40	51	27
15	25	5	2 6	—	,,	63	83	60	103	57	90	40
			—	4 0	,,	39	51	38	64	35	57	26
20	33	6	3 3	—	,,	60	75	56	90	50	89	37
			—	5 0	,,	39	49	37	58	33	58	24
25	41	5	4 0	—	,,	58	70	51	81	47	87	34
			—	5 6	,,	42	51	37	59	34	63	25
29	47	5	3 3	—	,,	80	96	69	105	62	107	42
			—	5 6	,,	47	56	41	62	37	87	25
33	53	3	4 9	—	,,	60	71	60	79	44	86	33
			—	6 8	,,	42	51	43	56	32	61	23
42	68	7	4 9	—	,,	69	87	71	90	53	98	36
			—	6 10	,,	48	60	49	62	37	68	25
50	81	8	6 3	—	,,	58	74	60	74	44	94	34
			—	8 0	,,	46	57	47	57	34	73	27
56	90	7	7 6	—	,,	52	63	56	66	39	78	29
			—	8 6	,,	46	56	49	58	34	69	25
62	100	6	7 0	—	,,	59	75	64	76	43	92	33
			—	9 2	,,	45	55	49	57	33	70	25
70	113	6	8 10	—	,,	50	60	60	66	38	85	30
			—	9 4	,,	48	56	57	62	36	81	28
75	121	5	5 0	—	,,	92	108	110	119	71	163	58
			—	11 0	,,	42	49	50	54	32	74	26
81	131	6	8 9	—	,,	55	62	67	70	42	100	35
			—	10 6	,,	46	52	56	58	35	83	29
87	140	8	9 6	—	,,	52	59	65	70	40	98	32
			—	11 1	,,	45	50	56	60	34	85	28
98	158	5	9 5	—	,,	57	61	73	76	43	104	36
			—	12 0	,,	44	48	57	60	34	82	28
116	187	8	11 0	—	,,	54	54	71	70	42	103	37
			—	13 1	,,	45	46	60	59	35	87	31
123	198	2	12 0	—	,,	51	50	69	65	39	98	35
			—	13 6	,,	45	45	61	58	35	88	31
124	200	4	12 2	—	,,	51	50	68	64	38	97	34
			—	13 7	,,	45	45	61	58	35	87	31
152	245	3	13 6	—	,,	50	48	73	65	39	107	36
			—	15 2	,,	45	42	65	58	35	95	32
176	284	1	—	15 0	,,	48	45	75	63	39	110	37

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	35	42	37	54	32	51	23
Highest percentage, ...	—	92	108	110	119	72	163	58
Prevailing percentage, ...	—	42 to 60	45 to 63	47 to 73	56 to 76	32 to 44	68 to 107	24 to 37

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

ARTIFICIAL MANURES—10 Ton Lots—Slow Transit (No. 14c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	6	1 9	—	100	56	68	58	102	61	53	49
			—	2 7	,,	38	46	39	70	41	36	33
15	25	5	2 6	—	,,	53	63	53	80	43	50	40
			—	3 5	,,	39	48	39	58	32	37	30
20	33	6	3 3	—	,,	51	59	44	72	44	49	36
			—	4 5	,,	38	43	32	53	32	36	26
25	41	5	4 0	—	,,	50	54	42	67	40	50	33
			—	5 6	,,	36	39	27	48	29	37	25
29	47	5	3 3	—	,,	68	72	53	87	50	63	42
			—	5 6	,,	40	42	31	51	30	37	25
33	53	3	—	4 9	,,	51	53	41	63	38	48	33
42	68	7	4 9	—	,,	60	63	47	66	45	54	36
			—	5 10	,,	49	52	38	54	37	44	29
50	81	8	4 9	—	,,	68	70	53	73	50	63	45
			—	8 0	,,	41	42	31	44	29	38	27
56	90	7	6 7	—	,,	53	53	42	53	38	46	33
			—	7 4	,,	47	47	37	48	34	41	29
62	100	6	7 0	—	,,	54	52	42	52	37	46	33
			—	9 2	,,	41	40	32	40	28	35	25
70	113	6	6 0	—	,,	66	62	54	67	49	61	44
			—	8 0	,,	50	47	41	50	36	46	33
75	121	5	4 9	—	,,	87	80	73	88	65	82	61
			—	11 0	,,	37	35	31	38	28	35	26
81	131	6	7 6	—	,,	57	52	49	58	42	54	41
			—	8 11	,,	48	44	41	49	35	46	34
87	140	8	6 6	—	,,	69	61	59	67	50	63	47
			—	9 4	,,	48	42	41	46	35	44	33
98	158	5	8 11	—	,,	54	46	48	52	39	50	38
			—	10 3	,,	47	40	42	46	34	44	33
116	187	8	9 10	—	,,	54	44	50	53	40	50	41
			—	10 9	,,	49	40	45	48	36	46	37
123	198	2	9 8	—	,,	57	46	54	55	41	52	43
			—	11 0	,,	50	40	47	49	36	45	38
24	200	4	9 0	—	,,	62	49	58	59	45	56	46
			—	11 1	,,	50	40	47	48	36	45	38
152	245	3	11 0	—	,,	55	44	56	58	41	52	45
			—	11 11	,,	50	41	52	53	38	48	41
176	284	1	—	10 4	,,	62	50	68	68	48	61	53

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	36	35	27	38	28	35	25
Highest percentage, ...	—	87	80	73	102	65	82	61
Prevailing percentage, ...	—	36 to 57	39 to 54	31 to 54	46 to 67	32 to 50	35 to 54	25 to 47

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

POTATOES—1 Ton Lots—Slow Transit. (No. 15a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	2 6	—	100	93	125	98	90	133	67	77
			—	3 6	,,	67	90	70	64	95	48	55
15	25	9	3 0	—	,,	97	129	109	92	122	78	81
			—	3 10	,,	76	100	87	73	98	62	64
21	34	10	4 2	—	,,	83	110	98	78	106	70	70
			—	5 2	,,	67	89	79	63	85	56	56
25	41	7	4 0	—	,,	99	129	120	94	127	90	90
			—	5 8	,,	69	91	84	66	90	63	63
30	49	9	5 3	—	,,	84	110	103	81	103	68	68
			—	6 3	,,	71	93	86	68	87	57	57
46	74	6	7 2	—	,,	79	109	108	73	97	74	72
			—	8 4	,,	68	94	93	63	83	64	62
50	81	8	5 10	—	,,	103	142	145	97	126	101	97
			—	8 9	,,	69	94	96	64	84	68	65
54	87	12	7 0	—	,,	89	124	127	82	108	85	81
			—	9 6	,,	66	91	94	61	80	62	60
62	100	7	7 6	—	,,	92	127	134	83	107	87	83
			—	10 11	,,	63	87	92	57	73	60	57
70	113	7	8 11	—	,,	82	116	125	79	97	86	83
			—	10 9	,,	68	96	104	65	81	71	69
87	140	11	9 10	—	,,	83	123	136	82	95	90	86
			—	12 6	,,	66	97	107	64	75	71	67
94	152	9	11 0	—	,,	78	116	131	78	88	90	86
			—	13 2	,,	65	97	110	64	73	75	72
100	161	3	12 1	—	,,	73	110	125	73	82	90	83
			—	13 9	,,	64	96	110	64	72	79	73
105	169	4	12 0	—	,,	75	113	131	76	83	91	84
			—	14 0	,,	64	97	113	66	71	78	72
116	187	7	13 1	—	,,	72	111	132	74	80	87	85
			—	14 9	,,	64	99	117	65	71	77	75
150	242	1	—	15 0	,,	71	110	145	76	76	97	92
163	263	3	15 9	—	,,	70	109	148	76	75	98	93
			—	17 6	,,	63	97	134	69	67	89	83
178	287	3	16 8	—	,,	69	108	152	75	73	99	93
			—	16 11	,,	68	106	150	74	72	98	91
190	306	2	17 4	—	,,	—	107	156	74	72	100	93
			—	17 8	,,	—	105	153	73	71	99	92
235	379	1	—	20 1	,,	—	104	163	70	68	108	95

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	63	87	70	57	67	48	55
Highest percentage, ...	—	103	142	163	97	133	108	97
Prevailing percentage, ...	—	63 to 84	87 to 111	92 to 136	61 to 83	71 to 108	56 to 90	55 to 86

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

POTATOES—5 Ton Lots—Slow Transit. (No. 15b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	2 2	—	100	58	73	58	69	73	73	85
			—	3 2	,,	39	51	39	48	50	50	58
15	25	9	2 6	—	,,	70	82	61	80	73	90	97
			—	3 10	,,	46	53	40	54	48	59	63
21	34	10	3 11	—	,,	57	64	62	60	57	74	74
			—	4 8	,,	49	53	52	50	48	63	63
25	41	7	4 0	—	,,	66	70	51	69	65	88	88
			—	5 0	,,	53	57	40	55	52	70	70
30	49	9	4 9	—	,,	66	67	42	65	60	74	74
			—	6 3	,,	50	51	32	49	45	56	56
46	74	6	5 0	—	,,	82	88	71	78	70	105	102
			—	7 2	,,	57	62	50	55	49	73	71
50	81	8	5 4	—	,,	83	86	70	77	70	109	105
			—	8 9	,,	50	52	43	47	43	67	64
54	87	12	5 0	—	,,	93	95	79	85	78	117	112
			—	9 6	,,	49	50	42	45	41	61	59
62	100	7	6 0	—	,,	86	84	75	79	69	107	103
			—	10 11	,,	47	47	41	44	38	59	56
70	113	7	8 11	—	,,	62	59	59	59	50	85	82
			—	9 4	,,	59	56	57	57	48	81	79
87	140	11	9 6	—	,,	66	59	65	64	53	92	88
			—	11 6	,,	54	49	54	53	43	76	72
94	152	9	9 6	—	,,	70	60	70	69	58	104	100
			—	11 8	,,	57	48	57	55	46	84	81
100	161	3	10 10	—	,,	63	53	64	61	51	95	92
			—	12 1	,,	57	47	57	55	46	86	83
105	169	4	11 0	—	,,	64	52	66	62	52	94	91
			—	12 0	,,	58	49	60	56	47	86	83
116	187	7	11 4	—	,,	65	53	69	62	52	100	97
			—	13 1	,,	57	45	60	54	45	87	84
150	242	1	—	15 0	,	56	42	66	53	46	96	92
163	263	3	12 6	—	,,	70	50	85	67	57	123	116
			—	15 9	,,	56	42	67	53	45	98	92
178	287	3	16 8	—	,,	55	43	68	53	45	99	92
			—	16 11	,,	54	42	67	52	44	97	91
190	306	2	17 4	—	,,	—	40	70	53	45	100	93
			—	17 8	,,	—	39	68	52	44	98	91
235	379	1	—	20 1	,,	—	37	73	51	44	107	95

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	39	37	32	44	38	50	56
Highest percentage, ...	—	93	95	85	85	78	123	116
Prevailing percentage, ...	—	46 to 70	42 to 67	40 to 71	44 to 69	41 to 60	59 to 100	63 to 97

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

POTATOES—10 Ton Lots—Slow Transit. (No. 15c.)

Distance.		Irish Rates.			Per cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	1 9	—	100	63	69	58	86	81	52	29
			—	2 6	,,	43	47	40	60	57	37	20
15	25	9	2 3	—	,,	68	74	59	74	70	56	33
			—	3 10	,,	40	43	34	43	41	33	20
21	34	10	2 10	—	,,	70	68	54	71	68	56	32
			—	4 2	,,	47	46	37	48	46	38	22
25	41	7	3 3	—	,,	72	67	54	72	69	62	36
			—	4 3	,,	54	51	41	55	53	47	27
30	49	9	3 9	—	,,	72	64	51	71	64	53	31
			—	6 0	,,	44	40	32	43	40	33	19
46	74	6	5 0	—	,,	70	65	57	62	62	57	37
			—	6 2	,,	57	53	46	50	50	46	30
50	81	8	5 4	—	,,	70	63	58	61	61	56	39
			—	8 9	,,	43	38	35	37	37	34	24
54	87	12	5 0	—	,,	79	68	65	65	67	60	42
			—	9 6	,,	41	36	34	34	35	32	22
62	100	7	6 0	—	,,	73	61	58	57	60	54	39
			—	10 6	,,	41	35	33	33	34	31	22
70	113	7	6 0	—	,,	78	63	63	63	65	61	46
			—	7 10	,,	60	48	48	48	50	47	35
87	140	11	6 0	—	,,	89	67	73	68	72	68	53
			—	9 6	,,	56	42	46	43	46	43	33
94	152	9	7 4	—	,,	76	56	62	60	64	61	49
			—	11 8	,,	48	35	39	38	40	39	31
100	161	3	7 6	—	,,	78	56	63	61	63	61	51
			—	9 4	,,	63	45	51	49	51	49	41
105	169	4	9 6	—	,,	63	44	52	48	52	48	40
			—	12 0	,,	50	35	42	38	41	38	32
116	187	7	7 6	—	,,	86	58	72	66	68	66	57
			—	10 9	,,	60	40	50	46	47	46	40
150	242	1	—	11 11	,,	63	41	55	50	50	48	45
163	263	3	7 6	—	,,	104	67	95	83	81	79	76
			—	12 6	,,	62	40	57	50	49	47	45
178	287	3	7 6	—	,,	109	69	101	88	86	83	80
			—	12 2	,,	67	42	62	54	53	51	49
190	306	2	7 6	—	,,	—	71	107	92	90	87	84
			—	13 5	,,	—	40	60	52	50	48	47
235	379	1	—	14 9	,,	—	41	65	56	52	51	51

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	40	35	32	33	34	31	19
Highest percentage, ...	—	109	74	107	92	90	87	84
Prevailing percentage, ...	—	40 to 79	35 to 69	32 to 65	33 to 72	4 to 72	31 to 62	19 to 49

* This rate applies only to potatoes for export over sea.

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

AGRICULTURAL SEEDS—1 Ton Lots—Slow Transit. (No. 16a.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	3 0	—	100	78	105	82	74	111	69	83
			—	5 0	,,	47	63	48	45	67	42	50
15	25	7	4 0	—	,,	73	99	82	69	92	73	79
			—	6 3	,,	47	63	52	44	59	47	51
21	34	10	5 10	—	,,	60	79	70	56	76	64	66
			—	7 1	,,	49	65	58	46	62	53	54
25	41	5	5 0	—	,,	78	103	96	75	102	95	93
			—	7 11	,,	49	65	60	47	64	60	59
30	49	9	7 11	—	,,	56	73	68	54	68	60	59
			—	8 4	,,	53	69	65	51	65	57	56
40	65	6	9 0	—	,,	58	79	77	55	71	71	68
			—	10 10	,,	48	65	64	45	59	59	56
54	87	11	10 10	—	,,	58	80	83	53	70	75	68
			—	13 10	,,	45	63	64	42	55	59	54
62	100	8	11 3	—	,,	61	84	89	56	70	80	73
			—	15 0	,,	46	63	67	42	53	60	54
70	113	6	12 11	—	,,	57	80	87	54	67	83	74
			—	15 0	,,	49	69	74	47	58	71	64
87	140	9	13 4	—	,,	61	90	101	60	70	93	82
			—	17 1	,,	48	71	79	47	55	72	64
94	152	8	16 3	—	,,	53	79	89	52	59	87	76
			—	18 4	,,	47	70	79	46	53	77	67
105	169	5	17 11	—	,,	50	76	88	51	56	83	73
			—	20 0	,,	45	68	79	46	50	74	65
116	187	10	18 4	—	,,	51	79	94	53	57	90	81
			—	21 3	,,	44	68	81	45	49	78	70
120	193	5	18 4	—	,,	52	81	96	55	57	94	83
			—	21 3	,,	45	70	83	47	49	81	71
130	210	3	19 2	—	,,	52	81	100	55	57	95	83
			—	20 5	,,	49	76	94	51	53	89	78
140	226	2	—	20 5	,,	50	78	100	54	55	97	83
150	242	1	—	21 3	,,	50	78	102	54	54	100	85
163	263	3	22 1	—	,,	50	78	106	54	53	104	87
			—	26 3	,,	42	65	89	46	45	87	73
207	333	1	—	26 3	,,	—	74	111	50	49	105	88

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	42	63	48	42	45	42	50
Highest percentage, ...	—	78	105	111	75	111	105	93
Prevailing percentage, ...	—	44 to 61	63 to 81	58 to 96	42 to 56	49 to 71	57 to 95	54 to 83

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

AGRICULTURAL SEEDS—5 Ton Lots—Slow Transit. (No. 16b.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	3 0	—	100	55	80	75	72	86	55	64
			—	5 0	,,	33	48	45	43	52	33	38
15	25	7	3 6	—	,,	64	81	78	79	86	67	69
			—	6 3	,,	36	45	44	44	48	37	39
21	34	10	5 9	—	,,	48	57	55	54	62	51	51
			—	7 1	,,	39	46	45	44	51	41	41
25	41	5	5 0	—	,,	62	67	71	68	83	70	70
			—	7 11	,,	39	45	45	43	53	44	44
30	49	9	7 0	—	,,	53	57	57	54	62	50	50
			—	8 4	,,	44	48	48	45	52	42	42
40	65	6	8 0	—	,,	53	60	64	53	65	58	57
			—	10 10	,,	39	44	47	39	48	43	42
54	87	11	8 0	—	,,	64	69	77	61	75	73	70
			—	13 10	,,	37	40	45	36	43	42	40
62	100	8	7 6	—	,,	76	78	91	72	86	86	82
			—	15 0	,,	38	39	46	36	43	43	41
70	113	6	10 0	—	,,	60	61	78	59	70	76	73
			—	15 0	,,	40	41	52	39	47	51	49
87	140	9	9 2	—	,,	74	70	100	74	83	95	91
			—	17 1	,,	40	38	54	40	44	51	49
94	152	8	10 6	—	,,	67	62	93	68	77	94	90
			—	18 4	,,	39	35	53	39	44	54	51
105	169	5	17 11	—	,,	42	37	60	41	47	58	56
			—	20 0	,,	38	33	53	37	42	52	50
116	187	10	15 0	—	,,	53	45	77	52	59	76	73
			—	21 3	,,	37	32	55	37	42	53	52
120	193	5	18 4	—	,,	44	37	65	43	51	65	63
			—	21 3	,,	38	32	56	37	44	56	55
130	210	3	19 2	—	,,	44	36	66	43	48	65	63
			—	20 5	,,	41	34	62	40	45	61	59
140	226	2	—	20 5	,,	42	35	66	42	47	66	63
150	242	1	—	21 3	,,	42	34	67	41	46	68	65
163	263	3	22 1	—	,,	42	33	70	41	46	70	66
			—	26 3	,,	35	28	59	34	39	59	55
207	333	1	—	26 3	,,	—	30	72	39	44	70	66

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	33	28	44	34	39	33	38
Highest percentage, ...	—	76	81	100	79	86	95	91
Prevailing percentage, ...	—	36 to 55	32 to 62	44 to 78	36 to 54	42 to 62	41 to 76	38 to 73

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

AGRICULTURAL SEEDS—10 Ton Lots—Slow Transit. (No. 16c.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	5	3 0	—	100	53	80	72	72	77	53	64
			—	5 0	,,	32	48	43	43	47	32	38
15	25	7	3 6	—	,,	57	81	71	69	76	64	69
			—	6 3	,,	32	45	40	27	43	36	39
21	34	10	4 8	—	,,	54	70	63	59	68	61	62
			—	7 1	,,	35	46	41	39	45	40	41
25	41	5	5 0	—	,,	55	67	65	62	73	68	70
			—	7 11	,,	35	45	41	39	46	43	44
30	49	9	7 0	—	,,	45	57	51	46	56	49	50
			—	8 4	,,	38	48	43	39	47	41	42
40	65	6	8 0	—	,,	46	60	58	45	58	56	57
			—	10 10	,,	34	44	43	33	43	42	42
54	87	11	8 0	—	,,	55	69	69	49	67	69	70
			—	13 10	,,	32	40	41	28	39	40	40
62	100	8	7 6	—	,,	64	78	81	54	76	81	82
			—	15 0	,,	32	39	41	27	38	41	41
70	113	6	10 0	—	,,	52	61	73	44	62	72	73
			—	15 0	,,	34	41	48	29	41	48	49
87	140	9	9 2	—	,,	64	70	92	52	74	90	91
			—	17 1	,,	34	38	49	28	40	48	49
94	152	8	10 6	—	,,	58	62	86	49	68	90	90
			—	18 4	,,	33	35	49	28	39	51	51
105	169	5	17 11	—	,,	36	37	54	29	41	54	56
			—	20 0	,,	33	33	49	26	37	49	50
116	187	10	13 4	—	,,	52	51	79	42	59	81	83
			—	21 3	,,	33	32	50	26	37	51	52
120	193	5	18 4	—	,,	39	37	59	31	43	61	63
			—	21 3	,,	33	32	51	27	37	53	55
130	210	3	19 2	—	,,	39	36	61	31	43	61	63
			—	20 5	,,	36	34	57	29	40	57	59
140	226	2	—	20 5	,,	38	35	61	31	41	62	63
150	242	1	—	21 3	,,	37	34	62	31	41	64	65
163	263	3	22 1	—	,,	37	33	63	31	41	66	66
			—	26 3	,,	31	28	53	26	34	55	55
287	333	1	—	26 3	,,	—	30	67	31	39	66	66

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	31	28	40	26	34	32	38
Highest percentage, ...	—	64	81	92	72	77	90	91
Prevailing percentage, ...	—	32 to 58	62 to 62	40 to 63	26 to 49	37 to 59	40 to 69	38 to 70

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

AGRICULTURAL IMPLEMENTS—1 Ton Lots—Slow Transit. (No. 17.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	6	2 10	—	100	82	103	76	74	100	59	109
			—	6 3	,,	37	47	34	33	45	27	49
15	25	9	5 0	—	,,	67	77	65	55	73	47	78
			—	7 6	,,	44	51	43	37	49	31	52
20	33	7	7 0	—	,,	56	64	57	46	63	42	68
			—	8 9	,,	45	51	45	37	50	34	54
25	41	5	7 9	—	,,	59	67	62	48	66	46	74
			—	13 6	,,	34	38	35	28	38	27	43
30	49	8	8 7	—	,,	61	67	63	50	63	42	67
			—	10 0	,,	53	58	54	43	54	36	58
40	65	5	10 2	—	,,	64	70	68	48	63	47	75
			—	12 0	,,	54	59	58	41	53	40	63
46	74	7	11 0	—	,,	66	71	70	48	63	48	77
			—	13 2	,,	55	59	59	40	53	41	64
50	81	4	11 9	—	,,	67	70	72	48	62	50	79
			—	13 0	,,	60	63	65	43	56	46	71
54	87	10	12 2	—	,,	68	71	73	47	62	49	76
			—	15 7	,,	53	56	57	37	49	38	59
61	98	3	13 5	—	,,	68	70	74	47	59	48	76
			—	16 4	,,	56	57	60	38	48	40	62
70	113	6	14 10	—	,,	69	70	75	47	58	52	80
			—	17 2	,,	59	60	65	41	50	45	69
74	119	4	15 5	—	,,	68	70	76	46	58	50	77
			—	17 3	,,	61	62	68	42	52	44	69
81	131	7	16 6	—	,,	69	70	77	46	56	54	83
			—	19 0	,,	60	61	67	40	49	46	72
91	147	6	18 1	—	,,	68	69	77	46	53	52	81
			—	20 8	,,	60	60	68	40	46	45	71
100	161	4	19 7	—	,,	68	68	77	45	51	53	83
			—	22 2	,,	60	60	68	40	45	47	74
113	182	3	15 9	—	,,	93	90	107	60	66	72	115
			—	20 9	,,	70	69	81	46	50	55	87
120	193	7	21 5	—	,,	72	69	83	47	49	56	89
			—	24 10	,,	62	59	71	40	42	48	77
130	210	3	22 5	—	,,	73	69	85	51	48	55	88
			—	24 0	,,	68	64	80	48	45	52	82
140	226	2	—	23 5	,,	73	68	87	47	48	58	91
150	242	1	—	24 5	,,	73	68	89	47	47	59	92
163	263	4	25 9	—	,,	73	67	91	47	46	60	94
			—	29 3	,,	64	59	80	41	40	53	82
175	282	1	—	30 10	,,	64	58	81	40	39	54	82
192	309	2	28 8	—	,,	—	65	95	45	44	61	94
			—	33 0	,,	—	57	82	39	38	53	81
235	379	1	—	33 1	,,	—	63	99	43	41	65	96

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	34	38	34	28	38	27	43
Highest percentage, ...	—	93	103	107	74	100	72	115
Prevailing percentage, ...	—	53 to 73	56 to 71	57 to 83	37 to 50	45 to 63	38 to 56	58 to 83

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

AGRICULTURAL MACHINERY—1 Ton Lots—Slow Transit. (No. 18.)

Distance.		Irish Rates.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
8	13	6	2 10	—	100	82	135	76	156	150	59	109
			—	6 3	,,	37	61	34	71	68	27	49
15	25	9	5 0	—	,,	67	107	65	115	108	47	78
			—	7 6	,,	44	71	43	77	72	31	52
20	33	7	7 0	—	,,	56	89	57	102	94	42	68
			—	8 9	,,	45	71	45	82	75	34	54
25	41	5	7 9	—	,,	59	94	62	105	99	46	74
			—	13 6	,,	34	54	35	60	57	27	43
30	49	8	8 7	—	,,	61	95	63	107	95	42	67
			—	10 0	,,	53	82	54	92	82	36	58
40	65	5	10 2	—	,,	64	100	68	107	95	47	75
			—	12 0	,,	54	85	58	90	81	40	63
46	74	7	11 0	—	,,	66	102	70	108	94	48	77
			—	13 2	,,	55	85	59	90	78	41	64
50	81	4	11 9	—	,,	67	101	72	107	94	50	79
			—	13 0	,,	60	92	65	97	85	46	71
54	87	10	12 2	—	,,	68	103	73	109	93	49	76
			—	15 7	,,	53	80	57	85	73	38	59
61	98	3	13 5	—	,,	68	101	74	106	89	48	76
			—	16 4	,,	56	83	60	87	73	40	62
70	113	6	14 10	—	,,	69	101	75	105	88	52	80
			—	17 2	,,	59	87	65	91	76	45	69
74	119	4	15 5	—	,,	68	101	76	105	86	50	77
			—	17 3	,,	61	90	68	94	77	44	69
81	131	7	16 6	—	,,	69	101	77	107	84	54	83
			—	19 0	,,	60	88	67	93	73	46	72
91	147	6	18 1	—	,,	68	101	77	107	79	52	81
			—	20 8	,,	60	88	68	93	69	45	71
100	161	4	19 7	—	,,	68	99	77	104	76	53	83
			—	22 2	,,	60	87	68	92	67	47	74
113	182	3	15 9	—	,,	93	133	107	138	98	72	115
			—	20 9	,,	70	101	81	104	75	55	87
120	193	7	21 5	—	,,	72	101	83	105	73	56	89
			—	24 10	,,	62	87	71	90	63	48	77
130	210	3	22 5	—	,,	73	101	85	104	73	55	88
			—	24 0	,,	68	94	80	98	68	52	82
140	226	2	—	23 5	,,	73	100	87	106	72	58	91
150	242	1	—	24 5	,,	73	99	89	105	70	59	92
163	263	4	25 9	—	,,	73	98	91	104	68	60	94
			—	29 3	,,	64	86	80	91	60	53	82
175	282	1	—	30 10	,,	64	85	81	89	59	54	82
192	309	2	28 8	—	,,	—	96	95	98	65	61	94
			—	33 0	,,	—	83	82	85	57	53	81
235	379	1	—	33 1	,,	—	93	99	92	62	65	96

ANALYSIS OF THE FOREGOING PERCENTAGES.

Lowest percentage, ...	—	34	54	34	60	57	27	43
Highest percentage, ...	—	93	135	107	156	150	72	115
Prevailing percentage, ...	—	53 to 73	80 to 103	57 to 83	85 to 109	68 to 95	38 to 56	58 to 83

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

HORSES IN TRUCKS—4 Animals—Slow Transit. (No. 19a.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.								
								Germany.					
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	East Prussia.	West Prussia.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	11 3	—	100	58	114	97	103	90	103	56	77
			—	15 11	,,	39	77	65	70	61	70	41	56
25	41		22 0	—	,,	57	83	73	82	59	71	62	70
			—	30 11	,,	40	58	51	57	41	49	45	50
50	81		37 8	—	,,	59	72	66	76	46	57	56	64
			—	55 11	,,	39	48	44	51	30	38	38	44
00	161		62 0	—	,,	62	66	69	81	34	52	57	67
			—	83 5	,,	46	48	51	60	25	38	42	50
50	242		86 4	—	,,	58	56	71	84	29	47	55	67
			—	110 11	,,	45	43	55	65	22	37	43	53
200	322		110 7	—	,,	—	49	72	85	25	44	53	67
			—	138 5	,,	—	39	57	68	20	35	42	53

HORSES IN TRUCKS—8 Animals—Slow Transit. (No. 19b.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	19 7	—	100	37	123	61	65	86	65	34	65
			—	31 10	,,	20	68	34	36	48	36	21	41
25	41		40 5	—	,,	32	82	41	46	47	40	34	58
			—	61 10	,,	20	51	26	29	29	25	23	58
50	81		66 0	—	,,	35	74	39	45	37	34	32	58
			—	111 10	,,	20	43	22	26	21	19	19	34
100	161		108 6	—	,,	36	68	40	47	33	30	33	62
			—	166 10	,,	23	43	26	30	21	19	21	40
150	242		151 1	—	,,	33	58	41	48	32	27	31	62
			—	221 10	,,	23	39	28	33	21	18	21	42
200	322		193 6	—	,,	—	51	41	49	28	25	30	62
			—	276 10	,,	—	35	29	34	20	17	21	43

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

HORSES IN TRUCKS—4 Animals—Declared in Ireland as not above £10 each in value—

Slow Transit. (No. 20a.)

Distance.		Irish Rates—Owner's Risk.			Per Cent. Comparison with Continental Rates.								
								Germany.					
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	East Prussia.	West Prussia.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 8	—	100	99	193	163	175	153	175	90	123
			—	10 8	,,	58	111	96	103	90	103	59	81
25	41		16 8	—	,,	74	107	95	107	76	91	81	91
			—	19 10	,,	62	89	79	89	63	76	68	77
50	81		32 4	—	,,	68	83	76	88	52	66	65	75
			—	33 9	,,	65	79	73	84	50	63	63	72
100	161		53 2	—	,,	72	76	80	94	40	60	66	78
			—	66 8	,,	57	60	64	75	31	48	53	63
150	242		74 0	—	,,	67	65	82	97	33	55	64	79
			—	100 0	,,	50	48	61	72	24	41	47	58
200	322		94 10	—	,,	—	57	83	99	29	51	61	78
			—	133 4	,,	—	41	59	70	21	36	44	56

HORSES IN TRUCKS—8 Animals—Declared in Ireland as not above £10 each in value—

Slow Transit. (No. 20b.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	13 4	—	100	54	181	90	96	127	96	48	93
			—	18 8	,,	36	120	59	63	84	63	35	68
25	41		33 4	—	,,	38	97	49	55	55	47	42	70
			—	34 8	,,	37	93	47	53	53	45	40	68
50	81		56 7	—	,,	40	86	45	51	43	39	38	67
			—	66 8	,,	34	72	38	43	36	32	32	57
100	161		93 0	—	,,	42	78	47	55	39	35	38	72
			—	133 4	,,	41	54	32	38	27	24	27	50
150	242		129 6	—	,,	39	67	47	56	37	32	37	73
			—	200 0	,,	25	43	30	36	24	20	24	47
200	322		165 11	—	,,	—	59	48	57	33	30	35	72
			—	266 8	,,	—	36	30	35	20	18	22	45

Note—In calculation of the above Percentage Comparisons with Irish *Owner's Risk* rates the same Continental rates have been used as in the case of the Percentage Comparisons with Irish *Ordinary Risk* rates.

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

FAT CATTLE—Part Truck of 4 Animals—Slow Transit. (No. 21a.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	96	120	127	116	167	78	121
			—	6 11	,,	85	106	113	103	148	70	109
25	41		11 9	—	,,	101	93	107	78	123	76	95
			—	12 5	,,	96	88	101	74	117	72	90
50	81		20 1	—	,,	108	81	100	60	103	70	80
			—	20 9	,,	104	79	97	58	100	68	77
100	161		33 5	—	,,	113	73	101	46	93	72	76
			—	35 3	,,	107	69	95	43	88	69	72
150	242		45 11	—	,,	108	64	99	39	86	74	75
			—	47 9	,,	104	61	95	38	83	71	72
200	322		58 5	—	,,	—	57	94	36	81	74	73
			—	60 3	,,	—	55	92	35	79	72	71

STORE CATTLE—Part Truck of 5 Animals—Slow Transit. (No. 21b.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	96	154	146	136	170	80	124
			—	6 11	,,	85	137	129	120	151	72	111
25	41		11 9	—	,,	101	122	114	93	126	78	97
			—	12 5	,,	96	114	108	88	119	74	92
50	81		20 1	—	,,	108	106	103	73	105	71	81
			—	20 9	,,	104	103	99	71	101	69	78
100	161		33 5	—	,,	113	96	101	56	95	73	76
			—	35 3	,,	107	91	95	53	90	69	72
150	242		45 11	—	,,	108	84	99	48	88	74	75
			—	47 9	,,	104	81	95	46	85	71	72
200	322		58 5	—	,,	—	75	94	44	83	74	73
			—	60 3	,,	—	72	92	43	80	72	71

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

CALVES—Part Truck of 10 Head—Slow Transit. (No. 21c.)

Distance.		Irish Rates.—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	96	120	124	136	170	80	124
			—	6 11	,,	85	106	110	120	151	72	111
25	41		11 9	—	,,	101	93	107	94	126	78	97
			—	12 5	,,	96	88	101	89	119	74	92
50	81		20 1	—	,,	108	81	103	74	105	71	81
			—	20 9	,,	104	79	99	71	101	69	78
100	161		33 5	—	,,	113	73	101	57	95	73	76
			—	35 3	,,	107	69	95	54	90	69	72
150	242		45 11	—	,,	108	64	99	49	88	74	75
			—	47 9	,,	104	61	95	47	85	71	72
200	322		58 5	—	,,	—	57	94	45	83	74	73
			—	60 3	,,	—	55	92	43	80	72	71

CATTLE (including Calves)—Full Truck Loads—Slow Transit. (No. 21d.)

Distance.		Irish Rates. Ordinary Risk.			Per Cent. Comparison with Continental Rates.								
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland. Cattle.	Holland. Calves	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	8 10	—	100	67	108	102	158	153	119	66	97
			—	9 4	,,	63	102	96	149	144	112	63	92
25	41		17 2	—	,,	70	83	78	102	95	86	58	72
			—	17 8	,,	67	80	76	99	92	83	57	70
50	81		29 8	—	,,	73	72	69	79	70	71	51	58
			—	30 2	,,	72	71	68	77	69	70	51	57
100	161		49 8	—	,,	76	65	68	71	61	64	51	53
			—	51 10	,,	73	62	65	68	59	61	49	51
150	242		68 5	—	,,	72	56	66	69	59	59	51	52
			—	70 7	,,	70	55	64	67	57	57	49	50
200	322		87 2	—	,,	—	50	63	68	57	55	51	50
			—	89 4	,,	—	49	61	66	56	54	50	49

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

SHEEP—Part Truck of 15 Head—Slow Transit. (No. 22a.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	53	120	146	113	147	71	70
			—	6 11	,,	47	106	129	100	130	64	63
25	41		11 9	—	,,	50	93	114	77	109	54	50
			—	12 5	,,	47	88	108	73	103	52	47
50	81		20 1	—	,,	49	81	103	59	90	44	39
			—	20 9	,,	48	79	99	57	87	42	38
100	161		33 5	—	,,	43	73	101	45	80	40	35
			—	35 3	,,	41	69	95	42	76	38	33
150	242		45 11	—	,,	36	64	99	39	74	39	33
			—	47 9	,,	34	61	95	37	72	37	32
200	322		58 5	—	,,	—	57	94	35	70	37	32
			—	60 3	,,	—	55	92	34	68	36	31

LAMBS—Part Truck of 20 Head—Slow Transit. (No. 22b.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	69	120	86	114	126	68	70
			—	6 11	,,	61	106	76	101	111	61	63
25	41		11 9	—	,,	67	93	65	78	91	50	50
			—	12 5	,,	63	88	61	74	86	48	47
50	81		20 1	—	,,	64	81	57	59	74	40	39
			—	20 9	,,	62	79	55	57	72	38	38
100	161		33 5	—	,,	54	73	57	45	65	36	35
			—	35 3	,,	52	69	54	43	62	34	33
150	242		45 11	—	,,	45	64	58	39	61	34	33
			—	47 9	,,	43	61	56	37	58	33	32
200	322		58 5	—	,,	—	57	59	35	57	33	32
			—	60 3	,,	—	55	57	34	55	32	31

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

SHEEP & LAMBS—Full Truck Loads—Slow Transit. (No. 22c.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	8 10	—	100	48	108	102	158	119	60	71
			—	9 4	,,	45	102	96	153	112	57	67
25	41		17 2	—	,,	46	83	78	97	86	58	58
			—	17 8	,,	45	80	76	94	83	56	56
50	81		29 8	—	,,	43	72	69	72	71	53	49
			—	30 2	,,	42	71	68	71	70	52	49
100	161		49 8	—	,,	37	65	68	62	64	54	48
			—	51 10	,,	35	62	65	60	61	52	46
150	242		68 5	—	,,	30	56	66	59	59	55	48
			—	70 7	,,	29	55	64	58	57	53	47
200	322		87 2	—	,,	—	50	63	58	55	54	47
			—	89 4	,,	—	49	61	56	54	53	46

PIGS—Part Truck of 14 Head—Slow Transit. (No. 23a.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	6 2	—	100	96	154	146	177	161	84	78
			—	6 11	,,	85	137	129	157	143	75	70
25	41		11 9	—	,,	101	122	114	125	120	73	59
			—	12 5	,,	96	114	108	118	113	69	55
50	81		20 1	—	,,	108	106	103	100	99	63	47
			—	20 9	,,	104	103	99	96	96	61	46
100	161		33 5	—	,,	113	96	101	78	89	61	44
			—	35 3	,,	107	91	95	74	84	58	42
150	242		45 11	—	,,	108	84	99	67	83	61	43
			—	47 9	,,	104	81	95	64	79	59	42
200	322		58 5	—	,,	—	75	94	61	78	60	42
			—	60 3	,,	—	72	92	59	75	58	41

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

PIGS—Full Truck Loads—Slow Transit. (No. 23b.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	8 10	—	100	67	108	102	156	119	60	71
			—	9 4	,,	63	102	96	147	112	57	67
25	41		17 2	—	,,	70	83	78	96	86	58	58
			—	17 8	,,	67	80	76	93	83	56	56
50	81		29 8	—	,,	73	72	69	71	71	53	49
			—	30 2	,,	72	71	68	70	70	52	49
100	161		49 8	—	,,	76	65	68	62	64	54	48
			—	51 10	,,	73	62	65	59	61	52	46
150	242		68 5	—	,,	72	56	66	59	59	55	48
			—	70 7	,,	70	55	64	57	57	53	47
200	322		87 2	—	,,	—	50	53	57	55	54	47
			—	89 4	,,	—	49	61	56	54	53	46

HORSES—By Quick Transit—One Animal. (No. 24a.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	5 0	—	100	63	194	181	196	131	112	122
			—	8 9	,,	36	104	97	105	70	64	70
25	41		9 3	—	,,	68	158	179	167	101	126	142
			—	11 6	,,	55	125	142	132	80	101	114
50	81		17 1	—	,,	67	131	166	144	79	114	132
			—	22 11	,,	50	97	123	106	58	85	98
100	161		31 10	—	,,	68	107	165	133	64	109	129
			—	45 10	,,	47	74	114	92	44	75	90
150	242		46 0	—	,,	69	88	167	124	57	107	130
			—	68 9	,,	46	59	111	82	38	72	87
200	322		60 2	—	,,	70	75	167	118	52	106	130
			—	91 8	,,	46	49	109	77	34	69	86

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

HORSES—By Quick Transit—Two Animals. (No. 24b.)

Distance.		Irish Rates—Ordinary Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	8 1	—	100	78	179	154	194	130	87	92
			—	10 8	,,	59	129	112	140	94	66	70
25	41		16 6	—	,,	77	130	135	144	87	94	99
			—	18 0	,,	70	119	123	131	79	87	91
50	81		31 7	—	,,	72	105	120	118	65	84	90
			—	35 6	,,	64	93	107	105	58	75	80
100	161		59 8	—	,,	72	85	117	108	52	81	88
			—	70 0	,,	62	72	100	91	44	69	75
150	242		86 9	—	,,	71	69	118	99	46	80	88
			—	104 6	,,	59	57	98	82	38	67	73
200	322		113 10	—	,,	62	59	118	95	42	80	88
			—	140 6	,,	50	48	95	77	34	65	71

HORSES—By Quick Transit—Three Animals. (No. 24c.)

10	16	Great Southern and Western, Great Northern, Midland Great Western, and Dublin and South Eastern.	9 6	—	100	80	210	173	236	174	85	97
			—	12 6	,,	57	150	124	168	125	65	74
25	41		22 4	—	,,	68	128	125	144	98	84	99
			—	24 0	,,	63	118	116	133	90	78	92
50	81		44 0	—	,,	62	100	108	114	70	72	89
			—	45 0	,,	61	97	106	112	68	71	87
100	161		83 2	—	,,	57	81	105	104	56	69	88
			—	90 0	,,	53	75	97	96	52	64	81
150	242		121 8	—	,,	51	66	105	95	49	67	88
			—	134 6	,,	46	59	95	86	44	61	80
200	322		160 3	—	,,	44	56	105	91	45	63	88
			—	180 0	,,	39	50	93	81	40	56	78

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

HORSES—By Quick Transit—One Animal. (No. 25a.)

Distance.		Irish Rates—Owner's Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scales.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, and Dublin and South Eastern. (Midland Great Western Co. has no Owner's Risk rates for this traffic).	5 0	—	100	63	187	174	189	126	112	122
			—	7 0	,,	45	129	121	131	87	80	87
25	41		8 1	—	,,	78	179	202	189	114	144	163
			—	9 2	,,	69	157	177	165	100	127	144
50	81		15 9	—	,,	72	141	179	155	85	123	143
			—	18 4	,,	62	121	153	133	73	106	123
100	161		31 4	—	,,	69	109	166	134	65	110	131
			—	36 8	,,	59	93	142	114	55	94	112
150	242		46 11	—	,,	68	86	163	121	56	105	128
			—	55 0	,,	58	73	139	103	48	90	109
200	322		61 6	—	,,	68	74	163	115	51	103	128
			—	73 4	,,	57	62	137	97	43	87	107

HORSES—By Quick Transit—Two Animals. (No. 25b.)

10	16	Great Southern and Western, Great Northern, and Dublin and South Eastern. (Midland Great Western Co. has no Owner's Risk rates for this traffic).	7 0	—	100	90	204	176	221	148	100	106
			—	8 6	,,	75	163	140	176	118	82	87
25	41		13 2	—	,,	96	163	169	181	109	118	124
			—	15 0	,,	84	142	147	157	95	104	109
50	81		26 5	—	,,	86	125	144	141	78	101	107
			—	29 6	,,	77	111	128	126	70	90	96
100	161		52 9	—	,,	82	96	132	121	58	92	99
			—	58 6	,,	74	87	119	109	53	83	89
150	242		79 1	—	,,	78	76	129	109	50	88	97
			—	87 0	,,	71	69	117	99	45	80	88
200	322		104 2	—	,,	68	65	129	104	46	87	96
			—	117 0	,,	61	58	115	92	41	78	86

NOTE.—In calculation of the above percentage comparisons with Irish *Owner's Risk* rates the same Continental Rates have been used as in the case of the percentage comparisons with Irish *Ordinary Risk* rates.

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

HORSES—By Quick Transit—Three Animals. (No. 25c.)

Distance.		Irish Rates—Owner's Risk.			Per Cent. Comparison with Continental Rates.							
Miles.	Km.	Mileage Scale.	Lowest Rate.	Highest Rate.	Ireland.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	%	%	%	%	%	%	%	%
10	16	Great Southern and Western, Great Northern, and Dublin and South Eastern. (Midland Great Western Co. has no Owner's Risk rates for this traffic).	8 0	—	100	94	245	203	275	204	101	116
			—	10 0	,,	71	187	154	210	155	81	93
25	41		17 10	—	,,	85	160	157	181	122	105	124
			—	19 0	,,	79	149	146	168	114	98	116
50	81		35 6	—	,,	77	123	134	142	87	90	110
			—	37 6	,,	73	116	127	134	82	89	109
100	161		70 11	—	,,	67	95	123	122	65	81	103
			—	75 0	,,	63	90	116	115	62	77	97
150	242		104 3	—	,,	59	77	123	111	57	78	103
			—	112 0	,,	55	71	114	103	53	73	96
200	322		137 7	—	,,	52	65	122	106	52	74	103
			—	150 0	,,	47	60	112	97	48	68	94

Note.—In calculation of the above percentage comparisons with Irish *Owner's Risk* rates the same Continental rates have been used as in the case of the percentage comparisons with Irish *Ordinary Risk* rates.

CATTLE FEEDING CAKE—1 Ton Lots—Slow Transit. (No. 26a.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
10	16	4	2 6	3 6	2 4	3 2	2 5	2 3	3 4	1 8	1 11
25	41	6	4 2	5 8	3 11	5 2	4 9	3 9	5 1	3 7	3 7
54	87	9	7 0	9 6	6 11	8 8	8 11	5 9	7 7	5 11	5 8
87	140	5	9 10	12 6	10 0	12 1	13 5	8 0	9 4	8 10	8 3
100	161	3	12 1	13 9	11 2	13 3	15 2	8 10	9 11	10 5	10 1
120	193	5	13 3	15 0	12 11	14 9	17 8	10 0	10 6	11 11	11 8
163	263	3	15 9	17 6	16 5	17 2	23 8	12 0	11 9	15 6	14 7
190	306	1	—	17 4	—	18 6	26 11	12 11	12 6	17 5	16 2

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

CATTLE FEEDING CAKE—5 Ton Lots—Slow Transit. (No. 26b.)

Distance.		Irish Rates.			Continental Rates.						
Miles	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10	16	4	2 6	3 2	1 1	1 7	1 3	2 1	1 7	1 7	1 8
25	41	6	4 0	5 0	2 4	2 10	2 0	3 3	2 7	3 6	3 2
54	87	9	5 0	9 6	3 10	4 9	4 0	4 9	3 11	5 10	5 1
87	140	5	9 6	10 11	5 0	5 7	6 2	6 8	5 0	8 9	7 6
100	161	3	10 10	11 3	5 5	5 9	6 11	7 2	5 6	10 4	9 0
120	193	5	11 6	13 4	6 1	6 0	8 2	7 8	6 1	11 10	10 6
163	263	3	12 6	15 9	6 11	6 7	10 7	9 1	7 1	15 5	13 1
190	306	1	—	15 7	—	6 11	12 1	10 0	7 10	17 4	14 6

CATTLE FEEDING CAKE—10 Ton Lots—Slow Transit. (No. 26c.)

10	16	4	2 6	2 8	1 0	1 2	1 0	1 10	1 4	1 4	1 6
25	41	6	4 0	5 0	2 0	2 2	1 9	2 8	2 3	2 10	2 11
54	87	9	5 0	9 6	3 5	3 5	3 3	3 6	3 4	4 6	4 9
87	140	5	8 5	9 4	4 6	3 11	4 4	4 4	4 4	6 6	7 0
100	161	3	9 0	9 4	4 10	4 2	4 9	4 10	4 9	7 8	8 5
120	193	5	10 0	11 3	5 5	4 5	5 6	5 4	5 3	8 8	9 9
163	263	3	11 5	12 4	6 2	4 11	7 1	6 8	6 1	11 0	11 8
190	306	1	—	12 6	—	5 4	8 0	7 4	6 9	12 4	12 9

SULPHATE OF COPPER—1 Ton Lots—Slow Transit. (No. 27a.)

10	16	4	3 2	4 5	2 4	3 2	2 5	2 5	3 4	2 1	1 11
25	41	5	5 3	7 1	3 11	5 2	4 9	4 1	5 1	4 9	3 7
54	87	10	9 10	12 8	6 11	8 8	8 11	6 7	7 7	8 2	5 8
87	140	6	12 4	15 8	10 0	12 1	13 5	9 2	9 4	12 4	8 3
100	161	3	15 2	17 3	11 2	13 3	15 2	10 2	9 11	14 10	10 1
120	193	3	16 7	18 9	12 11	14 9	17 8	11 2	10 6	17 3	11 8
165	266	2	—	19 11	16 6	17 3	23 8	13 5	11 10	22 11	14 7
190	306	1	—	21 8	—	18 6	26 11	14 1	12 6	26 1	16 2

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

SULPHATE OF COPPER—5 Ton Lots—Slow Transit. (No. 27b.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10	16	4	3 2	4 5	1 1	1 10	1 5	2 1	1 11	1 7	1 10
25	41	5	5 3	7 1	2 4	3 6	2 9	3 3	3 6	3 6	3 6
54	87	10	9 10	12 8	3 11	6 1	5 5	4 9	5 4	5 10	5 7
87	140	6	12 4	15 8	5 4	7 6	8 4	6 8	6 11	8 9	8 4
100	161	3	15 2	17 3	5 10	7 10	9 5	7 2	7 7	10 4	10 0
120	193	3	16 7	18 9	6 7	8 4	11 1	7 8	8 3	11 2	11 7
165	266	2	—	19 11	7 10	9 6	14 9	9 3	9 8	15 5	14 6
190	306	1	—	21 8	—	10 2	16 9	10 0	10 5	17 4	16 1

AGRICULTURAL DRAIN PIPES—1 Ton Lots—Slow Transit. (No. 28a.)

10	16	3	2 6	3 6	2 4	3 2	2 5	2 5	3 4	2 1	3 1
25	41	5	4 2	5 8	3 11	5 2	4 9	4 1	5 1	4 9	5 9
54	87	9	7 10	10 1	6 11	8 8	8 11	6 7	7 7	8 2	9 3
87	140	4	9 10	12 6	10 0	12 1	13 5	9 2	9 4	12 4	13 8
100	161	3	12 1	13 9	11 2	13 3	15 2	10 2	9 11	14 10	16 4
130	210	2	13 5	13 10	13 10	15 5	19 1	11 8	10 10	18 2	19 9
163	263	2	15 9	17 6	16 5	17 2	23 8	13 5	11 9	22 11	24 1
190	306	1	—	17 4	—	18 6	26 11	14 1	12 6	26 1	26 10

AGRICULTURAL DRAIN PIPES—5 Ton Lots—Slow Transit. (No. 28b.)

10	16	3	1 10	2 0	1 1	1 7	1 3	1 6	1 6	0 6	1 4
25	41	5	3 0	4 0	2 4	2 10	2 0	2 9	2 4	1 1	2 10
54	87	9	5 0	6 9	3 11	4 9	4 0	4 3	3 7	1 10	4 9
87	140	4	7 7	8 6	5 4	5 7	6 2	6 1	4 7	2 8	7 2
100	161	3	7 8	9 4	5 10	5 9	6 11	6 7	5 1	3 2	8 8
130	210	2	10 4	10 8	6 11	6 2	8 9	7 5	5 9	3 9	10 6
163	263	2	12 2	12 3	7 9	6 7	10 7	8 4	6 5	4 8	12 9
190	306	1	—	13 5	—	6 11	12 1	9 2	7 1	5 3	14 2

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

AGRICULTURAL DRAIN PIPES—10 Ton Lots—Slow Transit. (No. 28c.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10	16	3	1 0	1 10	1 0	1 2	1 0	1 6	1 4	0 6	0 9
25	41	5	2 6	4 0	2 0	2 2	1 9	2 9	2 2	1 1	1 6
54	87	9	3 4	6 9	3 3	3 5	3 3	4 3	3 3	1 9	2 8
87	140	4	6 3	8 0	4 2	3 11	4 4	6 1	4 2	2 8	4 0
100	161	3	7 8	7 9	4 6	4 2	4 9	6 7	4 7	3 2	4 10
130	210	2	8 8	8 9	5 3	4 6	5 11	7 5	5 2	3 9	5 10
163	263	2	10 4	11 6	5 8	4 11	7 1	8 4	5 9	4 8	7 2
190	306	1	—	11 6	—	5 4	8 0	9 2	6 4	5 3	8 1

DEAD PIGS—1 Ton Lots—Slow Transit. (No. 29.)

15	25	4	5 0	6 9	4 6	3 10	*4 1	†2 11	3 8	2 11	3 1
21	34	5	5 5	7 6	5 8	4 7	5 1	3 7	4 5	3 9	3 10
30	49	6	8 0	10 6	7 7	5 9	6 11	4 7	5 5	4 9	4 8
40	65	3	9 11	11 2	9 8	7 1	8 9	5 5	6 5	6 5	6 3
54	87	6	11 0	19 10	12 6	8 8	11 2	6 7	7 7	8 2	7 11
62	100	3	12 11	14 4	14 2	9 6	12 7	7 2	8 0	9 0	8 8
86	139	1	—	18 4	18 10	12 0	16 8	9 2	9 4	12 4	11 10
100	161	1	—	20 6	21 6	13 3	18 11	10 2	9 11	14 10	14 3

* Minimum charge as for 2 Tons when forwarded without packing.
† Carried by Fast Goods Train at these rates.

SLATES—1 Ton Lots—Slow Transit. (No. 30a.)

10	16	5	2 6	3 6	2 4	3 2	2 5	2 5	3 4	2 1	3 1
25	41	5	4 2	5 8	3 11	5 2	4 9	4 1	5 1	4 9	5 9
51	82	5	7 6	9 0	6 7	8 4	8 7	6 3	7 4	8 2	9 3
75	121	5	9 10	11 4	8 11	10 10	11 11	8 4	9 0	11 6	12 10
100	161	5	12 0	13 9	11 2	13 3	15 2	10 2	9 11	14 10	16 4
120	193	3	13 3	13 4	12 11	14 9	17 8	11 2	10 6	17 3	19 0
163	263	1	—	15 9	16 5	17 2	23 8	13 5	11 9	22 11	24 1
190	306	1	—	17 4	—	18 6	26 11	14 1	12 6	26 1	26 10

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

TABLES of COMPARISON of IRISH with CONTINENTAL RAILWAY RATES.

SLATES—5 Ton Lots—Slow Transit. (No. 30b.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10	16	5	1 10	2 3	1 0	1 7	1 3	1 6	1 6	0 6	0 6
25	41	5	3 0	4 0	2 0	2 10	2 0	2 9	2 4	1 1	1 0
51	82	5	6 0	6 1	3 5	4 8	3 10	4 1	3 6	1 10	1 10
75	121	5	6 3	7 8	4 5	5 5	5 6	5 5	4 5	2 6	2 7
100	161	5	9 3	9 4	5 1	5 9	6 11	6 7	5 1	3 2	3 3
120	193	3	—	10 3	5 8	6 0	8 2	7 1	5 6	3 7	3 10
163	263	1	—	12 3	6 3	6 7	10 7	8 4	6 5	4 8	4 11
190	306	1	—	13 5	—	6 11	12 1	9 2	7 1	5 3	5 6

SLATES—10 Ton Lots—Slow Transit. (No. 30c.)

10	16	5	1 8	1 10	0 9	1 2	1 0	1 6	1 4	0 6	0 6
25	41	5	3 0	4 0	1 4	2 2	1 9	2 4	2 2	1 1	1 0
51	82	5	4 10	5 10	2 4	3 4	3 1	3 3	3 2	1 9	1 9
75	121	5	6 3	7 8	3 2	3 10	4 0	3 11	3 11	2 6	2 7
100	161	5	7 8	9 0	3 11	4 2	4 9	4 7	4 7	3 2	3 3
120	193	3	8 5	8 7	4 5	4 5	5 6	5 1	4 11	3 7	3 10
163	263	1	—	9 10	5 1	4 11	7 1	6 3	5 9	4 8	4 11
190	306	1	—	11 6	—	5 4	8 0	6 11	6 4	5 3	5 6

SOAP—1 Ton Lots—Slow Transit. (No. 31.)

15	25	6	3 6	4 6	4 6	3 10	4 1	2 11	3 8	2 11	3 11
30	49	8	5 10	6 7	7 7	5 9	6 11	4 7	5 5	4 9	5 9
54	87	9	8 3	10 8	12 6	8 8	11 2	6 7	7 7	8 2	9 3
87	140	7	10 4	13 2	19 0	12 1	16 9	9 2	9 4	12 4	13 8
116	187	10	13 9	15 6	24 8	14 6	21 7	11 0	10 6	16 6	18 1
150	242	1	—	15 9	31 3	16 6	26 9	12 11	11 5	21 4	22 7
178	287	2	—	17 6	36 9	17 11	30 9	13 9	12 2	24 8	25 5

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

WOOLLEN GOODS—1 Ton Lots—Slow Transit. (No. 32.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
10	16	6	4 7	7 1	3 4	3 2	2 11	2 5	3 3	2 3	3 7
25	41	6	6 6	10 9	6 7	5 2	6 0	4 1	5 1	5 5	7 4
50	81	4	—	16 6	11 8	8 3	10 7	6 3	7 4	9 6	12 1
75	121	3	21 2	21 7	16 8	10 10	14 10	8 4	9 0	13 7	17 0
98	158	5	21 6	26 3	21 2	13 1	18 7	10 0	9 10	16 7	20 8
134	216	3	—	32 6	28 2	15 8	24 3	12 0	10 11	22 7	27 6
159	256	4	32 0	36 9	33 0	16 11	27 11	13 3	11 7	26 7	31 0
177	285	2	35 0	39 10	36 6	17 10	30 8	13 9	12 1	29 7	33 8

BOOTS & SHOES—1 Ton Lots—Slow Transit. (No. 33.)

15	25	8	6 8	8 4	4 6	3 10	3 3	2 11	3 8	3 4	4 8
25	41	7	6 6	10 10	6 7	5 2	4 9	4 1	5 1	5 5	7 4
50	81	6	16 4	16 8	11 8	8 3	8 5	6 3	7 4	9 6	12 1
81	131	7	22 5	22 10	17 11	11 6	12 9	8 10	9 3	14 7	18 3
100	161	6	26 3	26 10	21 6	13 3	15 2	10 2	9 11	17 7	21 11
130	210	2	25 10	30 5	27 5	15 5	19 1	11 8	10 10	21 7	26 7
152	245	3	33 2	35 7	31 7	16 7	21 11	12 11	11 5	25 7	30 2
178	287	2	36 5	40 0	36 9	17 11	25 5	13 9	12 2	29 7	33 8

ROUND TIMBER—5 Ton Lots—Slow Transit. (No. 34a.)

15	25	7	2 6	3 10	1 9	2 1	1 11	2 0	1 8	2 3	2 5
30	49	9	4 0	6 3	3 1	3 2	3 2	3 1	2 7	3 6	3 6
51	82	7	5 6	8 6	4 5	4 7	5 1	4 1	3 6	5 10	5 7
82	132	6	7 4	10 11	6 1	5 6	7 11	5 9	4 7	8 9	8 4
116	187	7	13 1	14 9	7 7	6 0	10 9	7 1	5 5	11 4	11 0
163	263	2	—	15 9	9 1	6 7	14 8	8 4	6 5	15 5	14 6

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

ROUND TIMBER—10 Ton Lots—Slow Transit. (No. 34b.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
15	25	7	2 2	3 10	1 9	1 7	1 5	1 8	1 6	1 4	1 0
30	49	9	3 3	6 0	3 1	2 5	2 2	2 7	2 4	2 3	1 6
51	82	7	5 6	8 6	4 5	3 4	3 5	3 3	3 2	3 4	2 8
82	132	6	7 4	10 11	6 1	3 11	5 3	4 1	4 2	4 7	4 0
116	187	7	8 5	14 9	7 7	4 4	6 11	4 11	4 10	5 7	5 4
163	263	2	10 4	15 9	9 1	4 11	9 3	6 3	5 9	7 0	7 2

SAWN TIMBER—1 Ton Lots—Slow Transit. (No. 35a.)

15	25	5	3 4	4 2	3 4	3 10	3 3	2 11	3 8	2 11	3 11
30	49	8	5 8	6 3	5 3	5 9	5 5	4 7	5 5	4 9	5 9
51	82	6	7 6	9 0	7 11	8 4	8 7	6 3	7 4	8 2	9 3
82	132	6	9 0	12 0	11 8	11 7	12 10	8 10	9 3	12 4	13 8
116	187	10	13 1	14 9	15 8	14 6	17 3	11 0	10 6	16 6	18 1
159	256	3	15 7	17 3	20 2	16 11	22 10	13 3	11 7	22 2	23 4

SAWN TIMBER—5 Ton Lots—Slow Transit. (No. 35b.)

15	25	5	3 4	4 2	1 4	2 1	1 11	2 0	1 8	2 3	2 5
30	49	8	5 8	6 3	2 4	3 2	3 2	3 1	2 7	3 6	3 6
51	82	6	6 7	9 0	3 5	4 7	5 1	4 1	3 6	5 10	5 7
82	132	6	8 11	12 0	4 7	5 6	7 11	5 9	4 7	8 9	8 4
116	187	10	13 1	14 9	5 9	6 0	10 9	7 1	5 5	11 4	11 0
159	256	3	15 7	17 3	6 8	6 6	14 3	8 4	6 5	14 11	14 1

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

COAL—5 Ton Lots—Slow Transit. (No. 36a.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	25	9	2 0	2 7	1 7	2 1	1 6	2 0	1 3	1 3	0 10
30	49	8	3 3	4 1	2 9	3 2	2 4	3 1	1 10	2 1	1 3
58	94	5	5 2	6 4	4 2	4 11	4 3	4 7	2 8	3 3	2 4
78	126	7	6 4	7 4	5 0	5 6	5 8	5 7	3 3	3 11	3 0
120	193	6	7 6	9 6	6 7	6 0	8 2	7 1	4 1	5 0	4 7
145	234	3	10 6	10 9	7 4	6 4	9 7	7 10	4 6	5 7	5 3
234	377	1	—	14 8	—	7 6	14 8	10 4	6 2	7 6	7 7

COAL—10 Ton Lots—Slow Transit. (No. 36b.)

15	25	9	2 0	2 4	1 2	1 7	1 4	1 8	1 1	1 3	0 10
30	49	8	3 3	3 6	1 11	2 5	1 10	2 7	1 7	2 0	1 2
58	94	5	4 6	5 2	3 3	3 6	2 10	3 5	2 6	3 3	2 4
78	126	7	5 3	6 9	4 2	3 10	3 7	3 11	2 11	3 11	3 0
120	193	6	7 6	8 6	5 2	4 5	5 0	5 1	3 8	5 0	4 7
145	234	3	8 7	8 10	5 6	4 9	5 11	5 9	4 1	5 7	5 3
234	377	1	—	12 0	—	6 1	8 11	8 2	5 7	7 6	7 7

BASIC SLAG—5 Ton Lots—Slow Transit. (No. 37a.)

15	25	9	2 3	2 9	1 7	2 1	1 6	1 0	1 8	0 8	1 2
30	49	8	3 6	4 11	2 9	3 2	2 4	3 1	2 7	1 1	1 9
54	87	7	5 0	6 9	3 10	4 9	4 0	4 3	3 7	1 10	3 1
79	128	8	7 8	8 3	4 9	5 6	5 10	5 9	4 6	2 6	4 4
116	187	10	9 5	10 1	5 11	6 0	7 10	7 1	5 5	3 5	6 3
178	287	3	12 11	13 2	7 1	6 9	11 5	8 10	6 9	4 11	8 11

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION FOR IRELAND.

Tables of Comparison of Irish with Continental Railway Rates.

BASIC SLAG—10 Ton Lots—Slow Transit. (No. 37b.)

Distance.		Irish Rates.			Continental Rates.						
Miles.	Km.	Numbers of pairs of Stations.	Lowest Rate.	Highest Rate.	France.	Belgium.	Germany.	Holland.	Denmark.	Austria.	Hungary.
			s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
15	25	9	2 3	2 6	1 4	1 7	1 4	1 8	1 6	0 8	0 9
30	49	8	3 6	4 11	2 4	2 5	1 10	2 7	2 4	1 1	1 2
54	87	7	5 0	6 9	3 5	3 5	2 8	3 3	3 3	1 9	2 1
79	128	8	6 0	7 8	4 3	3 10	3 7	3 11	4 1	2 6	3 1
116	187	10	8 3	9 7	5 4	4 4	4 11	4 11	4 10	3 5	4 3
178	287	3	10 4	11 0	6 4	5 2	7 1	6 7	6 1	4 11	6 0

APPENDIX No. 3.

EXPLANATORY MEMORANDUM, furnished by Mr. P. MACNULTY, Department of Agriculture, on the subject of the publication of Continental Railway Rates, referred to during his examination on the 12th March, 1908.

Department of Agriculture and Technical
Instruction for Ireland,
13, Upper Merrion-street, Dublin,

25th March, 1908.

DEAR MR. SHANAHAN,

I am in receipt of your favour of the 23rd instant relative to Belgian Railway Rate Books, and now enclose copy of a translation of the portion of the Catalogue of Publications, on the authority of which I understood* Mr. Acworth to say that a Belgian trader would have to purchase a library of thirty-four books in order to have a complete list of Interior tariffs. As will be seen from the translation, twenty-seven of the publications he referred to relate to Exceptional *Provisional Tarriffs*, and all of them, except one list for which ten centimes is charged, are distributed *gratis* to persons interested. They relate chiefly to unusually large consignments of products of mines, quarries, ironworks, etc. Of the remaining seven publications, one is the Rate Book given to me by the Belgian State Railway Authorities as that containing their ordinary and special Interior Tariffs and those relating to through booking with certain privately-owned railways, another contains *Traffic Regulations*, another is a *Distance Book*, two relate to *Routes and Distances* for traffic between the State railways and privately-owned railways above referred to, the sixth is a record of *private railway stations, private junctions, etc.*, and the seventh contains *Regulations* relative to traffic with Netherlands and French frontier points, etc.

I hold, therefore, that the information upon which my statement to the Commission, that the Belgian State Railway ordinary and special rates for interior transit were contained in a small book purchaseable at small cost, was based is substantially correct. I shall endeavour to obtain copies of the publications showing the provisional tariffs, and if I succeed will have pleasure in sending them to you for submission to Mr. Acworth. I shall also adopt the suggestion as to the footnote to the minutes and an explanation for inclusion in the Appendix to my evidence.

Yours truly,

(Signed), PHILIP MACNULTY.

Geo. E. Shanahan, Esq.,
Secretary,

Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

*Q 42636. Appendix to Fourth Report.

LIST OF RATES published by BELGIAN STATE RAILWAY ADMINISTRATION; copies of which are for sale in all State Railway Stations. Those who wish may subscribe with a view to regularly receive copies of all the coming rates and supplements published by the Administration, or some of these publications. To do this, they should send a written request to the station nearest their dwelling, stating exactly the rate they wish.

Order.	Designation of Rates.	Date.	No. of Supplements.	Price. fr. c.
	HOME SERVICE OF THE STATE AND MIXED BELGIAN SYSTEM.			
1	Sheaf I. Regulation, conditions and general classification of goods.	1st Jan., 1904,	5	0 60
2	Sheaf Ia. Mileage rates, table of accessory charges, special rates, and general information.	,,	5	
3	Sheaf II. Distance tables (Home State Service).	1st Jan., 1901,	12	7 60
	Routes and distances—			
4	Sheaf III. Relation between the State Stations on one hand, and the North Belgian and Chimay Railways on the other.	1st May, 1903,	7	2 80
5	Sheaf IV.(A). Relation between State Stations on one hand, and the Grand Terneuzen, Hasselt, Macseyck, Malines-Terneuzen, Termond to St. Nicholas, and West Flanders Railways on the other.			
	(*b*) Relations of common service between the different conceded Railways.	1st May, 1903,	8	2 00
6	Sheaf V. Names of the different points rated on the Belgian system with indication of the allocation of each of these points, and general table of private stations and private Junctions.	1st May, 1907,	—	0 80

Order.	Designation of Rates.	Rate.	No. of Supplements.	Price. fr. c.
7	Sheaf VI. Regulations applicable to transports (*a*) between the Netherland stations, Axel, Hulst, Philipine, Sas-de-Gand, Slupskill, Terneuzen, on the one hand, and the Belgian stations, as well as Givet and Vireux, on the other; (*b*) between the French stations of Vireux and Givet, on the one hand, and Belgian stations on the other.	1st Jan., 1903,	4	0 25
	Exceptional Provisional Rates—			
8	No. 5. Transports of cement and powdered lime to be made in quantities of at least 50,000 kilog. from Allain, Antoing, Chercq, or Vaulx, to Antwerp (transit)*	3rd June, 1892,	—	—
9	No. 6. Coal, coke, coke-waste, coal bricks, sent in quantities of 10,000 kilog. from Belgian coal mines to certain of the north of Belgian stations.	1st July, 1892,	—	0 10
10	No. 8. Transports of cement and powdered lime from Perennes (stopping place) to Antwerp (transit).*	11th July, 1892,	—	—
11	No. 12. Coal sent from coal mines of Mona Pit to Antwerp Gas factories.*	7th Sept., 1892,	—	—
12	No. 13. Transport of raw sugar from Staate to Antwerp.*	9th Oct., 1892,	—	—

* This tariff can only be distributed to those persons interested. However, the public may consult this tariff in offices of Railway stations.

Order.	Designation of Rates.	Date.	No. of Supplements.	Price. fr. c.
	Exceptional Provisional Rates—*continued.*			
13	No. 14. Transports of iron and rolled steel from Tilloeur (furnace of Selessin) to Antwerp (transit).*	12th Dec., 1892	—	—
14	No. 31. Transports of coal, coke, coke-waste, house coal, coal bricks, crude plastic earths, crude stubborn earths, kaolin, china stone, china clay, ball-clay, rough clay, quartz, rough pipe clay, rough pottery clays, rough iron, clays of native origin (for colours, &c.) rough vegetable clays, in quantities of 50,000 kg. minimum (home service of the State, and service common to all the Belgian Rail-Railways).	1st Jan., 1898,	—	—
15	No. 31a. Transports of coal, coke, coke waste coal bricks, by minimum quantities of 50,000 kg. from the Bascoup (No. 5 hollow) to certain Belgian Stations.*	17th May, 1894,	—	—
16	No. 41. Transport of ballast in quantities of at least of 150,000 kg. *from* Lessines (Quarries), Quenast (Quarries) (Junction of Inclined Plane), Quenast (Quarries), (Pondant Junction) *to* Mons, Roisin (frontier), Quievrain (frontier), Rumes (frontier), Blandain (frontier), and Mouscron (frontier).*	3rd April, '96,	—	—
17	No. 42. Transport of Rail accessories, steel ingots, rolled steel, rolled iron, beams and stop planks, in iron or steel, sheet iron, rails, cross bars (sleepers), and steel rods in quantities of at least 150,000 kg. *from* Ougree, Kinkempois (Renory) (Steelworks and wire works of Angleur), and Seraing, *to* Antwerp (transit).*	1st Aug., 1896,	—	—
18	No. 45². (A) Transports of lime, cement, rubble stone, and gravelling (stone broken and screened, or not) to be made by quantities of of least 300,000 kg. *from* Allain, Antoing, Chercq, Peronnes, and Vaulx, consigned to Zee Bruge.*			
	(B). Transports (or same as 45² A. in same quantities) from Lessines, Lessines Quarries, Bierghes, Ecuassines (Quarries), Soignies, Comblain-au-pont, Jodoigne, Naast, Neufvilles, and Marchelez-Ecaussines, same destination.*			
	(C). Transports of Metal slag in quantities of at least 300,000 kg. from Chatelineau-Chatelet Bourbier coal mines), destination same point*	16th May, 1904	—	—
19	No. 47². Transports of cement to be made in quantities of 5 or 6 trains of 300,000 kg. per week, from Cronfestu, Turnhout (Bassin), and Niel *to* Zee Brugge.*	20th Feb., 1903	—	—
20	No. 64. Transports of sand in quantities of at least 300,000 kg. from Ghent (port) to Adinkerke (frontier).*	15th July, 1902	—	—
21	No. 66. Transports of steel dross by quantities of at least 300,000 kg. from La Louviere *to Mons.**	7th Mar., 1903,	—	—
	Exceptional Provisional Rates—*continued.*			
22	No. 67. Transport of cement and powdered lime in at least 50,000 kg. quantities *from* Allain, Antoing, Chercq, Peronnes, and Vaulx to Ghent (transit).*	25th Mar., 1903	—	—
23	No. 72. Transport of rough rubble in at least 150,000 kg. quantities from Allain, Antoing, Chercq, Peronnes, and Vaulx, *to Antwerp* (transit).*	14th Mar., 1904	—	—
24	No. 76. Transport of rail accessories, ingot steel, rolled steel, rolled iron, beams (iron or steel), rails, sheet-iron sleepers, and steel bars, in at least 150,000 kg. quantities *from* State Railway Stations serving the Belgian metallurgic factories (mining workshops) *to* Antwerp (B. & E.) (transit) and Antwerp (South Quays) transit).*	3rd Nov., 1904,	—	—
25	No. 77. Transport of paving, bond stones, and kerb stones, in quantities of at least 150,000 kg. from Lessines and Lessines Quarries, to be sent to Zee Brugge (Van den Cloot Junction).*	22nd Dec., 1904	—	
26	No. 79. Transports of rough castings, in quantities of at least 300,000 kg. from Antwerp (B. & E.) and Antwerp (South Quays (transit) *to Couillet* (Sambre and Moselle Metallurgic Limited Co.)*	1st July, 1905,	—	—
27	No. 80. Transports of Macadam in quantities of at least 150,000 kg. from Lessines and Lessines Quarries to Lichtaert.*	5th Aug., 1905,	—	—
28	No. 81. Transport of cement and powdered lime by quantities of at least 150,000 kg. from Allain, Antoing, Chercq, Peronnes, and and Vaulx to Bruges (transit).*			
29	Special Provisional Rate A7 applicable to transports of rough wool, wool-dross, artificial (made) wool, woolly sheepskin, and dyeing wood for importation by the Belgian ports and Terncuzen, towards certain stations of La Vallee de la Vendre.	1st Sept., 1891,	—	—
30	Special Provisional Rate H applicable to transport of combustibles between certain stations of the Bassins du centre (Centre coal fields) and of Charleroi.*	1st Sept., 1891,	—	—
31	Special rate applicable to transports effected between the establishments served by the *industrial railways* connected to the Stations : Monceau, Monceau—factories, Marchienne—factories.*	,,	—	—
32	Special provisional rate for the sea transit traffic of the Belgian ports, or from that of Terneuzen with Givet (local).	1st July, 1898.	—	—
33	Special transit rate between the Belgian sea ports, in quick train, for goods of all nature of a minimum weight of 400 kg.—or paying for thi weight.*	1st Feb., 1903,	—	—
34	*Exceptional Rate* applicable to transports of goods by full wagon of 5,000 and of 10,000 kg., or paying—for this weight per wagon employed, *effected between Belgium and Italy*, with direct way-bill prescribing the re-booking at Lamorteau (frontier).	1st July, 1903,	—	—

* This tariff can only be distributed to those persons interested. However, the public may consult the tariff in offices of Railway stations.

APPENDIX No. 4.

LIST of Complaints as to traffic arrangements in connection with the transit of Cattle, furnished to the Commission by Mr. WILLIAM FIELD, M.P., on behalf of the Irish Cattle Traders' and Stockowners' Association.

Year 1903.

March.—Complaint of refusal to book cattle from Donabate.

April 2nd.—Complaint that on the Wednesday week previous, cattle loaded at Ballybrophy did not arrive in Dublin until 9½ hours after loading. Distance, 71 miles.

The day following, cattle from Gort arrived 18 hours after loading, distance, 132 miles. *April 7th*—wrote the Department.

April 16th.—Complaint as to condition of loading-bank at Birr. Complaint that a Stationmaster on G. S. & W. line refused to load cattle because they had not arrived four hours before time fixed for starting train. Complaint that at last Boyle fair horses were loaded at 12 o'clock because the officials stated that the train would start at 1 p.m. The train started at 4.30 p.m. and arrived in Dublin after 4 o'clock a.m. the next day. Complaint that at the last three fairs at Enniscorthy there was not sufficient wagons for the traffic. Result—live stock left standing on the banks for three hours, and some horses did not arrive in Dublin till after 12 p.m.

April 23rd.—Complaint that cattle loaded on Friday last at Loughrea at 12.30 p.m. arrived in Dublin at 12.30 a.m. following day. Distance, 118 miles.

Cattle and sheep loaded 22nd inst. at Tinahely, 9.40 a.m., reached Harcourt-street 6.45 p.m. Distance, 59 miles.

April 30th.—Last Saturday, at Enniscorthy, cattle ready for loading between 7 and 8 o'clock were not trucked until 12 o'clock owing to absence of wagons. Live stock missed shipping.

May 14th.—Complaint *re* stoppage of usual special to Kells fair.

May 28th.—Complaint of absence of wagons at last Kildare fair and want of facilities for loading at all times.

June 4th.—Complaint as to absence of loading accommodation, generally, on the G. N. line, and Ardee in particular.

Sept. 3rd.—Complaint that at last Ballina fair there were no porters to assist in loading.

Complaint as to absence of sufficient number of wagons at last Ballinasloe fair.

Complaint that trader was told to have cattle at Kilcock station before 10 o'clock. Two wagons did not arrive till 5 o'clock p.m. at Liffey Junction.

Sept. 30th.—Complaint that cattle loaded at Mullingar at 12.30 a.m. did not arrive at North Wall till 8.30 p.m., and although the Scotch boat was delayed 30 minutes it was missed, and so was the market.

October 13th.—October 1st—horses loaded at Boyle at 3 p.m. did not arrive at Liffey Junction till 3 a.m. next day. Distance, 112 miles. Delay caused by absence of wagons.

October 20th.—Train from Dublin to Naas left Kingsbridge at 6 a.m. instead of 5.30. Reached Naas 7.45. Fair nearly over. Two wagons of sheep loaded at Oldcastle at 10 o'clock on 16th. Should have gone by the 10.30 special. Were not sent by that train; arrived at Cavan, 10 p.m.; nearly 12 hours after loading. Distance, 21 miles. Saturday week, cattle booked L.N.W. for shipping passed Junction for M.G.W. yard at 7.50 p.m. Came back to L.N.W. bank at 8.50. Some beasts down.

October 27th.—September 24th, two wagons of cattle were loaded at Roscommon for Ballyhaunis at 3.30 p.m. Two men were left at that station waiting for the stock. Did not arrive until 7 a.m. on the 25th. Complainant stated he would have put in a claim only the company owed him a lot of claims and would pay none. Complaint also made as to want of pen accommodation at Ballyhaunis.

Year 1904.

March 24th.—Complaint: cattle booked at Tinahely on 23rd inst. at 10 a.m. did not arrive in Prussia-street till 9 p.m.

March 30th.—Cattle booked, March 30th, from Maryborough at 8.45 a.m. did not arrive in Dublin till 8 p.m.

April 5th.—Claim made against company for killing several beasts injured in transit.

July 1st.—Mr. Clifford paid £12 10*s.* compensation by the M.G.W. to satisfy claim of £31. Writ was issued before even this sum was paid.

July.—Letter from Tullow Town Commissioners complaining of want of loading facilities.

July 22nd.—Complaint of M. G. W. R. Co. charging 3*s.* 6*d.* for one sheep from Drumree.

July 29th.—Complaint that cattle loaded last Monday at Killucan reached Mullingar at 10 a.m., but did not arrive in Dublin till after 6 p.m. and missed the Manchester market.

August 5th.—Complaint that 27 lambs were brought to Amiens-street at 9.30 a.m. for the 10.30 train to Gormanstown were not sent till the 6.15 p.m. train. Reason given, no special notice had been given.

August 25th.—Cattle loaded at Maynooth and Kilcock at 12 noon on 22nd instant arrived at North Wall 7 p.m. Missed boat.

September 15th.—Complaint of want of through rates from Tuam to Kilmessan. Had to walk stock from Enfield, — miles.

Sept. 22nd.—Complaint of absence of facilities at Broadstone on Wednesday *re* porterage assistance.

October 6th.—Complaint *re* delay of sheep from Birr, resulting in loss of market.

October 13th.—Cattle loaded, 7th October, at Ballinasloe at 3 p.m. started at 5 p.m., reached Hill of Down 6 a.m. on the 8th inst., 53 miles, 13 hours.

Cattle loaded same day and place, 5 p.m., reached Enfield 8 a.m. following day, 65 miles, 15 hours.

Cattle loaded, Moate, 12th October, at 7 p.m. reached Liffey Junction at 4.30 p.m. One beast dead and four lying down.

October 20th.—Complaint as to the G. S. & W. Co. taking off the Thurles train.

Complaint of trader who loaded six wagons of cattle at Abbeyleix that his stock were delayed and, in consequence, the boat was missed. He stated that he saw the train with the stock passing by Maryborough 30 minutes before the Rathkeale special passed there, but that this latter consignment reached Dublin first and in time for the boat.

Complaint as to condition of Maynooth loading-bank.

Complaint that the last train leaving Oldcastle was 3.15 p.m. This compelled men often to stop over night to finish business, or leave it unfinished.

October 27*th.*—Last Tuam fair four wagons of cattle did not reach Enfield until fourteen hours after loading. Stock *via* G. S. & W. sent more expeditiously

Two wagons of cattle loaded at Tuam on 18th inst. at 2 p.m. did not arrive at Gibbstown till the day following at 5 p.m., 149 miles, 27 hours.

Complaint as to delay from Maynooth and also as to the loading-bank there. Trader stated that he walked the cattle to Kilcock, 5 miles, to avoid this bank.

Complaint of want of assistance in unloading at the L.N.W. yard.

November 3*rd.*—October, 29th, nine wagons of cattle booked from Tralee to Athenry by the 6.30 p.m. passenger train arrived the following day at 7 o'clock a.m. Several beasts injured; one died. Action taken against the Company dismissed.

November 10*th.*—Complaint of absence of wagons at Mallow on 31st October. Stock of two wagons had to remain all night in fields and missed both boat and market.

November 17*th.*—Complaint that beast was killed at Cabra station, having got down on the rails owing to unprotected state of loading bank. Compensation paid after long delay and correspondence.

November 24*th.*—Complaint that there was no through rates from Fethard to Shrewsbury.

December 29*th.*—Complaint of absence of assistance in unloading at L.N.W. yard.

Complaint made by trader that on the 5th inst. cattle were delayed at Enfield owing to absence of wagons. He was again disappointed on the 12th inst. although he gave notice. The result of delay was that the stock was unable to stand the journey. One beast had to be killed in Manchester, and having disposed of eighteen cattle at £21 10*s.* the cheque for payment was stopped by purchaser owing to the condition in which the beasts were found to be.

Year 1905.

Jan. 12*th.*—Complaint as to loading facilities at L.N.W. yard.

Complaint as to absence of assistance and wagons at Tipperary, December 10th. Cattle delayed from 8 a.m. till 4 p.m. in consequence.

Jan. 19*th.*—Complaint that last November men were sent to Hazelhatch between 12 a.m. and 1 a.m. to meet cattle from train. Did not arrive till 7 a.m. The station was closed and the man had to stay on the roads all night.

Complaint that cattle have to be loaded at Ballybrophy at 6 p.m., and do not leave till 3 a.m., standing all the time.

Jan. 19*th.*—Complaint as to excess fare paid from Fethard to Thurles owing to absence of through rate from Fethard to Shrewsbury.

Complaint of delay at L.N.W. yard, which resulted in missing boat.

February 28*th.*—Complaint that on 28th January last Moate Stationmaster refused to take on cattle wagons although a goods train passed that station that day. Cattle kept till Monday morning.

March 2*nd.*—Complaint as to the loading bank at Enfield. Resolution carried in favour of having banks with pens similar to the system in vogue on the Liverpool Station of the Yorkshire and Lancashire Co. Public attention directed to the bad arrangement at Cabra, Kilkenny, Thurles, Tipperary, Kilmallock, Charleville, Abbeyleix, Buttevant, Knocklong, Fermoy, Midleton, Rathkeale, Killarney, Mullingar, Ballinasloe, and Maynooth.

March 12*th.*—Letter to the Department at to loading banks.

March 30*th.*—Complaint of delay in forwarding cattle from Ennis to Maynooth on the 28th inst.

Public protest against consignment notes by which the carrying companies practically relieve themselves of all liability.

May 4*th.*—Cattle loaded Longford, 13th April, at 4 p.m., started for Drumree at 7 p.m., reached Mullingar at 10 p.m., Clonsilla at 1.30 a.m., and Drumree at 4 a.m. although a special had been promised.

June 15*th.*—Claim made against the G. S. & W. owing to trader missing market through the default of the Company to run a special.

August 3*rd.*—Complaint as to rates from Cashel to Dublin.

September 7*th.*—Cattle and sheep loaded at Kilcock at 11 a.m. did not arrive at Liffey Junction till 9.30 p.m. on the 6th.

September 24*th.*—On 16th inst. a trader desired to through-book sheep from Castlerea to Navan. Refused, although he had done so only one month previous. He had to walk his sheep 17 miles because of the refusal of the Company.

October 12*th.*—On 11th September sheep loaded at Tuam for Gibbstown. One wagon with 32 sheep did not arrive till between 2 and 3 on the 13th; four others arrived on the 12th, about 3 a.m., the time expected.

November 2*nd.*—Complaint that the cost of carrying a lamb from Enfield to Carberry, a little over 6 miles, was 3*s.* 11*d.* The first class passenger fare for that journey is 1*s.* 4*d.*

Year 1906.

January 11*th.*—Complaint that a trader called upon Manager of G. S. & W. and arranged on the 4th inst. to have cattle and one wagon of sheep taken by special from Birr on the 10th. Stock arrived in time, but were not taken. Did not arrive in Cabra till 5.30 a.m. on the 11th, and could not be sold on account of their condition.

February 22*nd.*—G. S. & W. Ry. refused to give a special for 25 wagons of stock.

Complaint that trader arranged with Stationmaster at Charleville to take his stock from Kilmallock on 10th inst. This was not done, although the cattle were loaded at Kilmallock at 9.30 a.m. on the 10th. The stock arrived in Dublin at 6 a.m. on the 11th.

April 12*th.*—On the 29th March, at Loughrea, at 2 a.m., 24 wagons were filled and the engines ready, and although requested to proceed on the journey did not do so until nearly 3 p.m. 200 cattle were left on the platform owing to the absence of wagons. Cattle fell during the journey and had to be unloaded.

April 28*th.*—Received copy of note which trader had to sign before being allowed to travel with cattle train. Under the note the company is held free from any liability for any accident, no matter what the cause.

May 3*rd.*—Two wagons of cattle loaded at Westport on the 27th ult. at 10 a.m. did not reach the Liffey Junction till the 28th at 2 a.m.

June 7*th.*—Request to G. S. & W. to fix through head rates for sheep from Tullamore, Birr, and Roscrea to London, Liverpool and Manchester.

September 6*th.*—Complaints as to sending cattle from Trim to Dublin.

September 27*th.*—Six wagons of cattle loaded at Balla at 7.45 a.m. on the 24th inst. reached Dunboyne at 10.10 p.m. Five of the cattle were down in the wagons. Some were injured; one has since died and was sold for £3 2*s.*, the price of the skin.

Cattle loaded at Moate for Dublin at 8 a.m. arrived at Liffey Junction at 5 p.m. and were given to trader's men at 8 p.m. Some of the cattle were in a bruised condition. Committee at present considering the question of prosecuting the Company for cruelty to animals.

October 4th.—Complaint as to the stoppage of the market train on Wednesday from Maryboro'. Cattle have now to be sent on Tuesdays, or by passenger train on Wednesday.

Complaint as to want of train facilities from Roscrea to Maryboro'.

October 11th.—245 sheep in 8 wagons booked and loaded at Ballinasloe before 9.30 a.m. reached Enfield 5.35 p.m. and kept in wagons from that till 10 p.m., although men were there from 3 p.m. to meet the stock. As a protest, at the next fair he walked his cattle from Ballinasloe. Company lost £24 freight, and the complainant saved nearly half that amount.

October 18th.—Complaint that on 4th June fifty cattle, booked from Wexford to Liverpool, delayed in unloading at Dublin, with the result that the boat was missed and also market.

Complaint *re* absence of day service for live stock on G. S. & W. system.

Cattle have to be loaded at 6 p.m. at such stations as Thurles and Templemore, and are kept standing in the wagons waiting for the arrival of the night train from Mallow. This, of itself, is cruelty to animals, and the Committee is in communication with the Society for the Prevention of Cruelty to Animals to prosecute.

Complaint that there is no assistance given in loading on G. S. & W. system as a result of cutting down the staff.

Complaint that on the 9th a trader had ordered wagons to take cattle from Trim to Dublin. Stock arrived 30 minutes before the time fixed for starting train. Stock not taken—all wagons full. Cattle had to wait four hours.

APPENDIX No. 5.

EXPLANATORY MEMORANDUM, furnished to the Commission by the Manager of the Midland Great Western Railway, in connection with the Statement transmitted by the Granard Urban District Council. (Appendix No. 13, Volume I., Minutes of Evidence).

GRANARD URBAN DISTRICT COUNCIL'S COMPLAINTS.

Appendix 13 of Volume I. of the Minutes of Evidence contains a statement by the Granard Urban District Council, which states that the entire district of Granard, Castlepollard, &c., are without railway communication, that through rates for goods are unsatisfactory, and that there is no uniform rate for live stock. Also that a remarkable case of undue preference is shown in more than one instance.

These places are served from Ballywillan and Float stations respectively, and with regard to the rates, both through and local, they are on the same basis as the other parts of the railway, and I am not aware of any undue preference.

The resolution further asks that the limited mail service should be given to Cavan Line as at present to Sligo, but this is a matter for the Post Office to determine.

APPENDIX No. 6.

EXPLANATORY MEMORANDUM, furnished to the Commission by the General Manager of the Great Northern Railway (Ireland), in connection with Mr. Harold Barbour's Statement as to Flax Rates, etc. (Appendix No. 18, Volume II., Minutes of Evidence).

GREAT NORTHERN RAILWAY CO. (IRELAND),
GENERAL MANAGER'S OFFICE,
DUBLIN, *2nd July*, 1908.

VICEREGAL COMMISSION ON IRISH RAILWAYS.

SIR,

Referring to your letter, 1005-08, of the 22nd ult., addressed to Mr. Tatlow, the only two matters that appear in the Appendices to the evidence that was given before the Viceregal Commission on Irish Railways to which I consider I need give a written reply are the Flax Rates quoted by Mr. Harold Barbour and the supplementary abstract presented by Mr. Whelan of Monaghan.

I enclose a memorandum in relation to the Flax Rates, and I have written you per separate letter in reply to Mr. Whelan.

I am, Sir,

Your obedient servant,

(Signed) HENRY PLEWS,
General Manager.

G. E. Shanahan, Esq., Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's-green, Dublin.

GREAT NORTHERN RAILWAY CO. (IRELAND).

RAILWAY RATES FOR FLAX IN THE CONTINENTAL COUNTRIES AS COMPARED WITH THE RAILWAY RATES IN IRELAND.

Mr. Harold Barbour, of Lisburn, did not appear to give evidence before the Viceregal Commission on Irish Railways: but an abstract of the evidence which he was supposed to give appears as Appendix No. 18, page 580, of the Second Blue Book of the Minutes of Evidence.

Mr. Barbour sets out the rates that are said to be in operation for flax in France, Belgium, and Holland, as compared with the rates for the Great Northern (Ireland) for more or less comparative distances.

He remarks that "the rates for France do not include loading and unloading: and that an addition of 7½*d.* per ton is charged for forwarding." That in the case of Belgium the traffic has to be loaded on the wagons by the senders or their agents, and discharged by the receivers. It must also be borne in mind that these are slow transit rates, and that for a quick transit, which would be equivalent to the service given in Ireland, the rates would be very nearly doubled.

These foreign rates are therefore simply charges including only the provision of wagons and the haulage, every other service having to be performed by outsiders, at an additional expense.

In the case of the Irish rates, they include loading, unloading, covering and uncovering, and also the provision of warehouses for the storage of the flax. It follows that, to make a proper comparison, the amount included in the Irish rate for service terminals, loading and unloading, covering and uncovering, in accordance with the Act of 1892, should be deducted from the Irish rates.

Assuming Mr. Barbour's figures to be correct, after deducting the proper amount in respect of the services included in the Irish rates, we have the following comparisons for flax:—

(*a.*) The rate for flax from Tanderagee to Hilden (24 miles) is 4*s.* 7*d.* per ton, as compared with the Belgian rate of 4*s.* 1*d.* for 25 miles.

(*b.*) The rate from Katesbridge to Hilden (24½ miles) is 5*s.* 1*d.* per ton, as against 5*s.* 1½*d.* for 21 miles on the French railways, and 4*s.* 1*d.* on the Belgian railways for 25 miles.

(*c.*) From Monaghan to Hilden the rate is 8*s.* 10*d.* per ton for 45 miles, as compared with 8*s.* 9½*d.* in France for the same distance, and 6*s.* 6*d.* in Belgium for 43½ miles.

(*d.*) From Strabane to Hilden, for 75 miles, the rate is 11*s.* 10*d.* per ton, as compared with 9*s.* 9*d.* on the Belgian railways for 74½ miles.

NOTE.—The Irish and French rates are for lots under two tons, and the Belgian rates for less than five tons.

If account is here taken of the additional expenditure to which the Irish railways are subjected in providing warehouses and other terminal accommodation for dealing with this flax traffic, there is no great disparity between the foreign and the Irish rates, even upon Mr. Barbour's own figures, but if the question of time is taken into account, the Irish rates are considerably lower than those on the Continent.

The Belgian rates appear to be lower than the rates in France; and having regard to the different circumstances under which the Irish railways have been constructed, as compared with Belgium, the regulations as regards working that prevail in Ireland, and the difference in the volume of traffic in the two countries, it could not be expected that the traffic in Ireland could be carried as cheaply as in Belgium.

If the Irish railways had the volume of through traffic that passes over, say, the Belgian lines, they could, no doubt, afford to carry their local traffics at rates lower than presently exist. Unfortunately, however, the Irish companies are solely dependent upon their local traffic, not being in the happy position of having, in addition, a large volume of trans-Continental traffic, such as that which supports the Belgian and French Railways.

(Signed) HENRY PLEWS,

General Manager.

General Manager's Office,
Dublin, *3rd July*, 1908.

APPENDIX No. 7.

EXPLANATORY MEMORANDUM, furnished to the Commission by the Manager of the Midland Great Western Railway, in connection with the Statement of Grievances transmitted by the Roscommon Traders' Association (Appendix No. 27, Volume II., Minutes of Evidence).

ROSCOMMON TRADERS' COMPLAINTS.

With regard to the statement of grievances communicated by the Roscommon Traders' Association, which was forwarded to me by the Secretary of the Commission, on the 22nd May, 1907, and which is printed in the Appendix to the Minutes of Evidence, Volume II., I beg to say, with reference to complaint No 1, as to delay in the delivery of goods. There are two goods trains to Roscommon, one due to arrive about 3.30 a.m., by which goods, except heavy goods, such as meal, flour, bran, &c., are forwarded and are ready for delivery the first thing in the morning. The second goods train, by which heavy goods traffic is conveyed is the 1.30 a.m. from Dublin (which is due at Roscommon at 5 o'clock the next day.

(2.) Storage for goods traffic. The goods store is ninety-six feet by eighteen feet, and will accommodate five or six wagons, and is quite sufficient for all traffic which is not loaded direct from the wagons to carts. In regard to heavy traffic, there is a siding which accommodates seventeen wagons, where goods are directly loaded from and unloaded into the carts. I am sorry to say this is sometimes blocked owing to the unduly long time the traders keep the wagons loaded. The railway companies suffer very greatly from this cause and do not get the proper use of their wagons. The loading bank accommodation at Roscommon provides room for loading and unloading thirty-two wagons at any one time. This is in addition to the cattle bank, which accommodates forty five wagons.

(3.) I cannot admit that Roscommon is badly treated in regard to rates. The rates are based on the same scale as the line generally. The rate for artificial manure in 6-ton lots from North Wall, is 8*s.* 11*d.* per ton, the distance being ninety-eight miles, while, to Westport it is 9*s.* 7*d.*, and not 6*s.* 3*d.* as stated. There is, also, in operation to Roscommon a rate of 8*s.* per ton in 50-ton lots. I presume the Roscommon Traders' Association has taken the information from the same book as was referred to in the examination of Rev. John Garry (Q. 7865-7874), in which the charge to Westport is given as 6*s.* 3*d.*, but this is not the actual rate but the amount which the manure manufacturer adds to the price of his goods for carriage.

(4.) Complaints as to sending away returned empties. We are only too anxious to get the empties away in order to have the use of our station accommodation, but the difficulty is to obtain consignment notes from the traders. The neglect is not caused by the railway company, and we have a grievance that our banks are used for storage of returned empties for a very considerable period.

(5 and 6). Passenger train service. It is true that the first train from Roscommon does not arrive in Dublin till 2.15 p.m. There are four trains each way daily, which, I think, cannot be regarded as unreasonable, considering the population to be served. The train due at Broadstone at 2.15 serves the whole of the railway, and in connection with the train service to our Mayo Line I may mention that until the 1st February, 1901, there was no connection by the evening train from Dublin, leaving at 4.15 to stations west of Castlerea, but this train, at the strong desire of the district, was then run on to Westport and Ballina at a considerable cost to the company, and I am sorry to say the number of passengers travelling by that train do not warrant the expense involved but we have continued it for the convenience of the public.

In regard to there being two trains to Dublin, leaving Roscommon within an hour of each other, as already explained in the case of Galway, the reason is that one of them is the limited mail train, the times of which are subject to the Postmaster-General. There is a considerable difference in the hours they arrive in Dublin, the ordinary train being a stopping one, serving the whole of the railway, and arriving in Broadstone at 9.5 p.m., and from long experience we find this suits the general convenience of the public. The limited mail train is due in Dublin at 7.12 p.m.

APPENDIX No. 8.

EXPLANATORY MEMORANDUM, furnished to the Commission by the Great Southern and Western Railway, through the Irish Railway Committee, in connection with Sir Alec. W. Shaw's letter of October 12th, 1907. (Appendix No. 34, Volume II., Minutes of Evidence).

GREAT SOUTHERN AND WESTERN RAILWAY.

Reply to Appendix No. 34, page 601, of the Second Report.

Mr. Shaw complained to Mr. Acworth that he is handicapped in sending goods from the South to the North of Ireland by not having through rates, and enclosed docket for a consignment of 3 cwt. lard, sent from Limerick to Larne, which was charged at the rate of 67*s.* per ton, the total charges being 10*s.* 2*d.*

Mr. Shaw can, by making a request to either of the railway companies in Limerick, get a through rate to almost any station in Ireland to which he may require it. He is no more handicapped in this respect in sending traffic through Ireland than to England. We have not through rates from Limerick to all the English stations, but wherever through rates are required they are arranged.

To do what Mr. Shaw considers should be done, viz., to issue through rates between each pair of stations in Ireland, would mean an enormous amount of useless and wasteful expense.

The particular transaction that Mr. Shaw refers to took place during the strike of carters and dock labourers in Belfast in July last year, and as goods could not be carted across Belfast, the consignment in question, after it arrived at the Great Northern Railway Station in Belfast, was forwarded by rail to Antrim and handed over to the Midland Company there, from whence it was conveyed to Larne, so that the charges were exceptional, because of the exceptional circumstances.

I may say, that from enquiries made, this appears to be the first consignment which was sent to Larne, and although we do not think that a business in lard from Limerick to Larne is likely to be developed, having regard to the fact that there are pig-curing establishments associated, not only with Larne itself, but with Belfast, Ballymena, and other centres within comparatively short distances of Larne, yet we have arranged through rates in case there should be further consignments between the points.

APPENDIX No. 9.

MEMORIAL, regarding a proposed station at Ballinascaula Bridge, between Kilmallock and Knocklong, addressed to the Directors of the Great Southern and Western Railway by a large number of residents in Kilfinane, Kilmallock, Bruff, and other places in that district; and correspondence between the Commission and the Secretary of the Company on the subject.

I.

To the Directors of the Great Southern and Western Company.

GENTLEMEN,—We, the undersigned, are to request that you would give us a station at Ballinascaula Bridge, which is situated midway between Kilmallock and Knocklong stations on the Great Southern and Western Railway line. The country around this place, which is thickly populated and prosperous, and the neighbouring towns of Bruff and Kilfinane and the villages of Elton and Knockaney would find this by far the most convenient and nearest point to get on the railway. Big and numerous fairs are held at Bruff, Knockaney, Elton, Kilfinane, and Ballinvreena, and cattle dealers frequently come down from Cork and other places to buy cattle privately on the rich lands of this district. It would be a great saving of time and of injury to the cattle if they could be put on the train at Ballinascaula. There are six creameries within easy distance of this place, one at Ballinvreena, one at Stockeens, one at Bulgaden, two at Kilfinane, and one at Gormanstown. The shopkeepers of the towns and villages mentioned already, as well as the creamery managers, have reason to complain of the long cartage of goods to and from the present railway stations.

Persons desirous of going to Cork or Limerick think twice before they start seeing the long journey by car that is before them, especially when going to Limerick. If persons desirous of going to Limerick can make up their minds to go at all, what they do is: they drive the whole way rather than keep a horse waiting for nine or ten hours at Bruree. Once on the road they think it as well to drive twenty-four miles as twelve, thereby avoiding the great inconvenience and danger of keeping a man and horse away from home for practically an entire day. Your company is losing by the present arrangements; many people who would travel by train don't travel because of the inconvenience of doing so; they keep to the horse or car or bicycle. Many persons are getting goods by road at present from Limerick who would get them by train if they had a near station. Cattle that might be boxed at the proposed station must now be trained from Kilmallock or Knocklong, or walked perhaps into Limerick or some other far distant place. Coals must be carried from Kilmallock or Knocklong, and if brought to the proposed station it would mean a bigger mileage for the railway company. The same applies to the cattle traffic.

Taking all these things into account, our loss in the way of time and inconvenience, and your loss in the way of traffic that might be substantially increased, we

confidently hope that you will give very grave and serious consideration to our proposal.

If we only chose to wait a little while we have no doubt that our wishes should be fully realised under the present Government's projected scheme for managing Irish affairs.

Mr. George Hartigan, who owns the land near Ballinascaula Bridge, will give a site for a new station at a nominal rent.

(Signed), JOHN CARRICK, P.P., V.F.,
Kilfinane.

(Here follow the signatures of 154 residents in Kilfinane, Kilmallock, Bruff, and other places in the district).

II.

GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND,

Kingsbridge, Dublin,
27*th July*, 1907.

Proposed Station at Ballinascaula Bridge.

DEAR SIR,—Referring to my letter* of the 15th inst., and the Memorial received by me signed by yourself and others regarding the above subject, I beg to inform you that my Directors went into this matter when on their recent tour of Inspection, and it was considered that any traffic likely to offer would not warrant the company in going to the expense of erecting a station at this place.

I am, dear Sir,

Yours respectfully,

(Signed), FRAS. B. ORMSBY,
Secretary.

The Rev. George Quain, P.P.,
The Presbytery,
Bulgaden,
Kilmallock,
Co Limerick.

* (An acknowledgement.)

III.

VICEREGAL COMMISSION ON IRISH RAILWAYS,
15, St. Stephen's Green, N.,
Dublin,
11*th February*, 1908.

345-08.

SIR,—Referring to your letter of the 2nd September last to the Rev. G. Quain, P.P., Kilmallock, returning a Memorial regarding a proposed station at Ballinascaula Bridge, between Kilmallock and Knocklong on the Great Southern and Western Railway, addressed to your Directors by a large number of the residents in Kilfinane, Kilmallock, Bruff, and other places in the district, I am directed to inform you that a copy of the Memorial in question has been furnished to the Viceregal Commission on Irish Railways for such action as may be deemed necessary in the circumstances.

As this matter has, apparently, already received the consideration of your company, the Commission will be glad to be favoured with any observations thereon which they may wish to offer.

I am, Sir,

Your obedient servant,

(Signed), GEO. E. SHANAHAN,
Secretary.

F. B. Ormsby, Esq.,
Secretary,
Great Southern and Western Railway,
Kingsbridge, Dublin.

IV.

GREAT SOUTHERN AND WESTERN RAILWAY,
Secretary's Office,
Kingsbridge Terminus,
Dublin,
13*th February*, 1908.

L.

SIR,—I beg to acknowledge receipt of your letter of the 11th instant regarding the Memorial praying for the erection of a station at Ballinascaula Bridge, between Kilmallock and Knocklong, and to say that the subject matter of your communication shall have attention.

I am, Sir,

Your obedient servant,

(Signed), FRAS. B. ORMSBY,
Secretary.

The Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

V.

GREAT SOUTHERN AND WESTERN RAILWAY COMPANY, IRELAND,

Kingsbridge, Dublin,
22*nd February*, 1908.

C.

Proposed Station at Ballinascaula Bridge.

SIR,—Referring to your letter of the 11th instant regarding the above subject, I am directed by my Board to inform you that after very careful consideration of the matter, on the 27th July, 1907, they instructed me to send the following letter to the Rev. George Quain, P.P., of the Presbytery, Bulgaden, Kilmallock, Co Limerick:—

"DEAR SIR,—Referring to my letter of the 15th "inst., and the Memorial received by me signed by "yourself and others regarding the above subject, "I beg to inform you that my Directors went into "this matter when on their recent tour of Inspec-"tion, and it was considered that any traffic likely "to offer would not warrant the company in going "to the expense of erecting a station at this place."

"I am, dear Sir,

"Yours faithfully,

"FRAS. B. ORMSBY,

"*Secretary.*"

I am, Sir,

Your obedient servant,

(Signed), FRAS. B. ORMSBY,
Secretary.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

APPENDIX No. 10.

CORRESPONDENCE relative to the proposed re-opening of Mountjoy Station on the Great Northern Railway, forwarded by Mr. A. Hamilton, representative of the Omagh Board of Guardians, in connection with his evidence on this subject, submitted to the Commission on the 13th January, 1908.

I.

Reply of G. N. R. Co. (I.) to A. Hamilton's letter, asking grounds of refusal to re-open Mountjoy Station.

GREAT NORTHERN RAILWAY CO. (IRELAND),
Amiens-street, Dublin,
29th May, 1895.

No. 132.

DEAR SIR,—I am in receipt of your letter of 28th inst., and in reply beg to state that the objections to the re-opening of the Mountjoy station asked for by you are that our receipts, when the station was opened, were so small that they did not pay the wages of the staff, and on account of the Board of Trade requirements, a station could not be provided now without involving outlay which there does not appear to be any reasonable prospect the receipts would justify.

The date on which the Directors will next be inspecting that portion of the line has not yet been fixed.

Yours faithfully,

HENRY PLEWS,
Secretary.

A Hamilton, Esq.,
Secretary.

II.

Letter from A. Hamilton to Secretary, Great Northern Railway Co.

Mountjoy,
Omagh,
5th June, 1895.

DEAR SIR,—I have to thank you for your letter of 29th ulto.

I have been requested to write again to ask if you will be good enough to give me notice of the time the Directors will visit the Mountjoy old station, as one or two representative persons of the district would attend, with a view of supplying them with information in connection with our application.

It is hoped that the Board of Trade would not insist upon the construction of elaborate works, as the people of the locality do not wish any expensive accommodation. They merely wish certain trains to stop by signal or on notice.

I am informed that the old station—the one shown on the Parliamentary plans—did pay, but that the other one did *not*, being very unsuitable and out of the way, and it is also said that the former station (the one we wish re-opened) was closed in consequence of some annoyance or supposed annoyance given to the then stationmaster—a Mr. Dawson. At all events there is evidence forthcoming to show that Mr. Dawson threatened that before long he would have the station closed, and it is believed that he so poisoned the minds of the then Directors (who did not look into matters so fully as now) that they first altered the station, putting it a mile further down, and then seeing that the latter did not pay, closed it also.

Apologising for the further trouble.

Yours faithfully,
(Signed), A. HAMILTON.

H. Plews, Esq.,
Secretary, G. N. R. Co.,
Amiens-street,
Dublin.

III.

Letter forwarding Memorial to the Secretary, Great Northern Railway Company (Ireland).

Mountjoy,
Omagh,
4th January, 1896.

DEAR SIR,—I beg to forward for your perusal and that of your Directors the enclosed Memorial for the re-opening of Mountjoy railway station—not the one nearest Newtownards, which you informed me your Directors inquired into, but the one nearer Omagh.

I trust the Directors will give this Petition their favourable consideration, as the inhabitants and persons who would travel by that station feel strongly upon the subject, and are determined to spare no trouble or expense in having the matter brought fully before the Directors, and with this object in view, the Committee in charge of the matter have instructed me to give you every possible information, as they think that if the facts were known your Directors would not have, without some railway facilities, a district so large and populous and so likely to make a station "pay," and lying along a line where, for a distance of ten miles, there is no station, although one was shown upon the original plans and was actually worked for years, and the ground still available, upon the sole ground that some twenty years ago another station about a mile off in a quite unsuitable place did not "pay."

Yours faithfully,

(Signed), A. HAMILTON,
Hon. Sec.

H. Plews, Esq.,
Secretary, G. N. R. Co.,
Amiens-street.
Dublin.

IV.

(Memorial referred to above.)

To the Directors of the Great Northern Railway Co. (Ireland).

The MEMORIAL of the Inhabitants of the District of Mountjoy, Omagh, and other persons interested, whose names are signed in the schedules hereto.

Humbly Showeth—

1. That Memorialists have been informed and believe that before the portion of the railway now forming part of the Great Northern Railway between Omagh and Londonderry was constructed, the required plans and specifications lodged as prescribed by the Act of Parliament showed that a station was to be constructed at Mountjoy, situate in the townland of Tatraconaghty, between the station at Omagh and that at Newtownstewart adjacent to the Metal Bridge.

2. That such station was, on the opening of the line for public traffic, worked, and so continued for several years.

3. That after being used for several years this station was discontinued and another opened in lieu thereof about a mile further north (towards Newtownstewart), but after some time this station was also closed, because, as Memorialists believe, it was found to be unsuitable, being a place in every way inferior to the original station, but Memorialists believe that it was greatly against the wish of the inhabitants of

the district that the original station was discontinued, and while they believe that the last station did not pay, the former one did, or *would* had it been continued.

4. The distance between Omagh and Newtownstewart is ten miles, which Memorialists believe is the longest space without a station in all the Great Northern Company's lines, and thus trains are obliged to stop at Newtownstewart and Omagh a much longer time than would be required if there were a station at Mountjoy, as the line could be signalled "clear" at Mountjoy, where at present unnecessary delay must take place until all the distance of ten miles between Omagh and Newtownstewart is clear.

5. Mountjoy is the centre of one of the most thickly populated rural districts in Ireland, is adjacent to the Irish and Presbyterian Churches, and about a mile from the R.C. Church. There are four flourishing shops in the neighbourhood and a Post Office within a few perches. The shops on an average employ four or five horses on the road constantly carting goods from other places, almost all of which would be carried by rail if a goods station were opened, thus adding considerably to the price of the goods, and farmers are also deprived of a cheap and already available means of transit of farm produce. Many persons, we have no doubt, would travel through this station if it were opened, several every day, but a great number weekly, going to markets, fairs, etc.

6. Although the station is not quite midway between Omagh and Newtownstewart, being nearer Omagh, yet it is by far the most suitable and convenient place, being situate at or near the junction of some seven public roads (the place is locally called "The Cross Roads"), and excursion parties numbering hundreds leave the neighbourhood every year recently, who would, no doubt, travel by rail rather than drive if the station were available, and some of your Memorialists have frequently heard Clergymen and Ministers express regret that even for such purposes, if for no greater, the station were not open.

7. The River Strule (a tributary of the Foyle) flows past this station, within a quarter of a mile of it. This river is very popular for trout, salmon, and perch fishing, many persons coming for the season from England and other places for fishing, and we have no doubt whatever large numbers of persons would avail themselves of the railway instead of (as they have hitherto done) being obliged to drive by car or walk; and there can be no doubt that if facilities were offered to the public, a greatly increased number would go by rail than now do otherwise. Persons starting at Omagh could quit the station at Mountjoy and fish down to Newtownstewart and there take the train home again, in like manner those from Newtownstewart direction. In addition to this, there are limestone and freestone quarries in the vicinity which would no doubt be developed, and Rash Wood adjoins, where carting of timber is continually going on. There are also extensive corn and other mills in the neighbourhood, the owners whereof would, no doubt, avail themselves of the station if a goods station were finally opened. It is not, however, the desire of your Memorialists to ask your company to go further than a passenger station at present.

8. The inhabitants of the district have been for years anxious to have this station re-opened, and have memorialised your company previously.

9. Memorialists have heard that the reason for closing the station many years ago was that it did not pay, but we submit that the receipts *now* would be very much larger in places like this than then. It is well known that people travel much more by rail now than when this station closed many years ago, and many persons would now send their families to be educated in Omagh and such centres, who, several years ago, would not have done so, by rail.

10. So convinced are some of your Memorialists of the utility of the station for the general public that one of them, Mr. John Conway, has offered to give your company a guarantee to indemnify them against loss, and has also offered to give rent free for twelve months a house for a Porter situate very near the station.

11. The ground originally intended, and shown on the plans, for the station remains in your company's possession, and we are anxious to save your company all possible trouble and expense, and therefore would be satisfied if your company would at least open the station for passenger traffic by the *Slow* trains, and if inconvenient to your officials, would be satisfied if certain stipulated trains would stop by Signal given either at Mountjoy or at the booking office.

(Signed), ANDW. HAMILTON,

Hon. Secretary, Committee.

Mountjoy,

Omagh,

4th January, 1896.

(Here follow 571 signatures of Residents and interested persons).

VI.

Resolution of the Omagh Angling Club.

OMAGH ANGLING CLUB,

3, Abbey-street,

Omagh,

July 20th, 1908.

Re Railway Station.

Mr. A. Hamilton.

DEAR SIR,—The members of the Club are most anxious for the success of the movement in favour of opening a station at Mountjoy. Apart from the undoubted benefit such would confer upon the people of the district, we would also point out that the Club, comprising some fifty members, would take advantage of the train accommodation, Mountjoy, as every person knows, being the centre of the finest stretches on the Strule. The town of Omagh itself would also reap some benefit from the influx of angling tourists who would avail themselves of the increased facilities offered by the G. N. R. for reaching such an eligible stretch of water.

Signed on behalf of the Committee,

A. KINNEAR, *Hon. Treasurer.*
A. CONNOLLY, *Hon. Sec.*

VI.

Resolution of the North Cappagh Society

NORTH CAPPAGH CO-OPERATIVE AGRICULTURAL AND DAIRY SOCIETY, LTD.,

Drumbreen, Mountjoy,

Omagh.

Resolution passed at Meeting of 22nd July, 1898.

Resolved—

"That we the Committee of North Cappagh Agricultural and Dairy Society, Ltd., earnestly desire the re-opening of Mountjoy railway station in the interests not only of our Society, but in the interests of the whole of the people of the large district surrounding it. Being affiliated with the Irish Agricultural Organisation Society, and therefore having no hostile or selfish object in vew, we do with confidence appeal to the Directors of the Great Northern Railway Co. to assist us and through us the great Organisation that is doing such good work for the agricultural work throughout Ireland."

Signed on behalf of the Committee,

JOHN MARSHALL, *Secretary.*

VII.

Letter from A. Hamilton to Secretary, Great Northern Railway Co. (Ireland), giving additional reasons for re-opening.

MOUNTJOY CO-OPERATIVE AGRICULTURAL AND DAIRY SOCIETY, LTD.,
Mountjoy,
Omagh,
15*th August*, 1898.

Re Mountjoy Railway Station.

DEAR SIR,—Reverting to the Memorial of the inhabitants of the district of Mountjoy dated and sent you on 4th January, 1896, and the correspondence subsequent thereto, I am directed by the Committee in charge of the matter, as also by the Committee of the above Society, to again beg your Directors to re-open this station.

In addition to the grounds stated in the Memorial, which was retained by your predecessor, two creameries have been established in the district which would be served by this station, viz., Mountjoy, which has been erected just beside where the station plot of ground lies, and North Cappagh in another part of the same district. The Committee of the latter Society has also passed a strong resolution calling upon your company to re-open the station.

I need not point out to your Directors that the want of the station would mean a serious loss to our creamery, as not only would the butter and other farm produce be injured by carting, but it would cost us a large sum of money, whereas, so far at least as we see the loss of time and expense to the company would be very small, as we do not require any elaborate or costly arrangements, only such as will enable us to get our butter, etc., sent off at once to the best market, and very simple passenger arrangements.

Expecting that the station will soon be re-opened and knowing the injury done to butter and farm produce by carting, the Committee of the creamery have made no arrangements for carting the butter. We do earnestly hope that your Directors will not continue to refuse the united request of a district which, according to the last Census, contains upwards of 5,300 inhabitants.

Awaiting your reply, which we trust will be favourable.

I remain,

Yours truly,
(Signed), A. HAMILTON.

The Secretary,
G. N. Ry. Co.,
Amiens-street,
Dublin.

VIII.

GREAT NORTHERN RAILWAY CO. (IRELAND),
Dublin,
30*th August*, 1898.

DEAR SIR,—Your letter of the 15th instant has been laid before my Directors, and in reply I am desired to say that they regret they cannot see their way to depart from their former decision in the matter.

Yours faithfully,

(Signed), T. MORRISON,
Secretary.

A. Hamilton, Esq.,
Mountjoy,
Omagh.

IX.

GREAT NORTHERN RAILWAY (IRELAND),
GENERAL MANAGER'S OFFICE.

DUBLIN, *June 21st*, 1901.

G.M.01/3324.

DEAR SIR,

With reference to the interview which your good self and several others interested in the matter of the proposed station at Mountjoy had with my Directors at Omagh on the 6th instant, I have to say that an opportunity was taken of examining the place on our journey, and, the matter having been carefully considered, the Directors, with all the information before them, are compelled to conclude that there would be no such accommodation afforded by the opening of the station as would be commensurate with the cost of construction and maintenance. They regret, therefore, that they do not see their way to comply with the application.

I am,

Yours faithfully,

(Signed), HENRY PLEWS.

Andrew Hamilton, Esq.,
Mountjoy,
Omagh.

APPENDIX No. 11.

EXTRACTS from a book published in 1800 containing resolutions, estimates, reports, &c., relating to a proposed canal from Monasterevan to Castlecomer, handed in by Mr. P. A. MEEHAN, M.P., a representative of the Queen's County County Council, after his examination on the 14th January, 1908.

I.

(Meeting of the Promoters at Maryborough on August 14th, 1800.)

The Hon. W. W. POLE in the Chair.

Resolved—

"That a Canal Navigation, from the Grand Canal at Monasterevan, passing through or near to the towns of Portarlington, Mountmellick, Maryborough, Ballyroan, Ballinakill, Durrow, Ballyragget, and the City of Kilkenny, to the Collieries of Castlecomer, would be highly advantageous to the kingdom in general, and to this county in particular.

"That it appears, from the estimates of Messrs. Sparks and Killally, that the said Canal may be completed for a sum not exceeding £80,000.

"That it would be most convenient for the execution of this undertaking if that sum was divided into 800 shares, and so many shares raised by subscription as may be necessary, together with the aid of Government, to make and complete this Navigation.

"That a subscription be opened for the said shares, and that a committee be appointed to receive the same, and also to prepare a plan and proposal, to be laid before the subscribers for their approbation previous to its being submitted to the consideration of the Directors of Inland Navigation."

. . . . . .

II.

(Meeting of the Committee.)

We, the undersigned, pursuant to our appointment as a Committee, to prepare a plan for the intended Navigation from Monasterevan to Castlecomer, have agreed upon the following resolutions:—

Resolved—

"That it appears to us that the line should commence at or near the first lock on the Grand Canal after it passes the River Barrow, and be continued through the townlands of Clomanny, Kyleemullen, Lea, Bracklin, Portarlington, Corrig, Kilbride, Woodbrook, Tinnekill, Clonterry, Kilnacast, Kilmainham, Billintaggard, Ire, Knockinagrow, Burris, Maryborough, Ballyroan, Rathmoyle, Ballinakill in the Queen's County; Castlemarket, Ballyruscull, Ballinvallagh, Tinnelinton, Sraliough, Garrangolee Finnan, Glen of Ballyragget, Donoughmore, Clonnakee, Fowksrath, Shangannagh, Swistreat, Esker, Kilcollin, Kilmacar, Madeline, Lisnesunchin, Newtown, Bance, Ballyhinnen, Ballycomie, and Castlecomer in the County of Kilkenny.

"That the Canal be of the same dimensions as the Grand Trunk Canal of England, viz., twenty feet wide, and three feet deep.

"That an off-branch be made to the town of Mountmellick, and that other off-branches be also made to the towns of Mountrath, Roscrea, Cashel, or Kilkenny if sufficient subscriptions are raised by those persons immediately interested in the said lines of Navigation."

. . . . . .

III.

(Report on the Engineering merits of the scheme by Mr. John Killally, Dublin, 7-10th June, 1800.)

I have laid out lines of canal of different dimensions from Monasterevan to Maryborough and Mountmellick, a map, sections, and estimates of which I have the honour to lay before you.

From a close examination of the country between Monasterevan and Kilnacast I could not perceive room for any material deviation from Mr. Chapman's line, I therefore depend on him at that place, and by carrying on the level of three locks to the proposed Barrow aqueduct am enabled, with but little difficulty, to enter the town of Mountmellick close to the bridge.

In pursuing the line to Maryborough I return to the rock of Kilnacast, and from thence to within thirty perches of the town meet no obstruction worth mentioning, further than what its high situation prepares me for, namely, the rising of six more locks, making in the whole nine from Monasterevan.

I tried two lines to Maryborough from the two-mile bridge, one to the right, the other to the left of the ridge, the last is the most advisable. To the right you must either keep in the bottoms, where you can have no tap, and are subject to great annoyance from floods, or else on the side of the ridge, which being composed of open gravel will not hold water, besides, by keeping this side you are obliged to take in the Maryborough River as a supply, and have to purchase two mills. By going to the left of the ridge you shorten the distance, have a choice of cutting, and get abundantly supplied free of expense by a small river that comes from Rathleague, and flows into the Treeogue at the two-mile bridge. There appears to me very strong inducements for the prosecution of this Canal. The country it passes through is extremely fertile, and the materials necessary for the work very convenient and abundant.

With respect to the extension of the line from Maryborough towards Kilkenny, I have tried the country for some miles in different directions and find the summit that (in my mind) should be adopted is in Ballyruane, four miles from Maryborough and one from Ballyroan; to ascend this will require nineteen locks from Monasterevan of nine feet fall each. There is a lower pass on the Limerick road about one mile and a half from Maryborough that would require two locks less, but it would be very difficult to bring water to it. The level of Ballyruane may be carried a considerable distance towards Kilkenny by skirting along the hills, and can, in its course, get amply supplied with water.

It is probable that on a more minute examination of the country, considerable improvements may be made in the proposed line of canal to Maryborough. I presume, however, this is sufficiently correct to ground a general estimate on.

IV.

(Extracts from Mr. Mitchell J. Sparks's Report on the Colliery Canal, from Maryborough to Castlecomer, 28th August, 1800.)

The utility of Inland Navigation in general, and the benefits that result to any district through which they run, are now so universally known and acknowledged that it is unnecessary for me to say anything on that subject, while the particular advantages to be derived by the neighbourhood from the canal we have now under consideration must neccessarily be so much better known to the gentlemen residing in the country, and who are consequently better acquainted with local circumstances that I can possibly be renders it unnecessary, nay, would give it rather the appearance of impertinence were I to attempt enumerating them, I shall, therefore, only state that I know of no canal whatever that bids more fair for being of general utility to the nation than this, as it may be extended so as to open navigable communications between the metropolis and the southern counties and thereby bring the great market of the nation in a manner to every man's door, and also by conveying fuel (that grand and indispensable article for the comfort of man as well as for carrying on of manufactures) at a cheap rate to those parts of the country where the poor inhabitants are now in the utmost distress for want of it.

. . . . . .

. . . . . .

Before I close this report it is necessary to state the reason "why the communication has not been made in a direct line from Athy to the Collieries," which is, that it appears by the slightest inspection of the country that the ridge of mountains between Castlecomer and Cooper Hill is so very high as to preclude any possibility of carrying any such scheme into execution, nor is there any practicable line by which communication can possibly be obtained save by the very line of country to which this report refers.

V.

(Resolutions as to the projected Canal from Monasterevan to Castlecomer adopted at a Meeting of the Committee, at Maryborough, on Monday, the 15th of September, 1800.)

First—That it shall be twenty feet wide at the water surface, fourteen feet at the bottom, and three feet deep over Lock Cills; and the locks of such dimensions that boats fifty-five long and six feet wide may navigate it.

Second—That the tolls to be taken shall not exceed upon each ton weight of corn, meal, malt, flour, potatoes, lime, sand, fuel, or manure, one penny per mile.

For each passenger, one penny halfpenny per mile.

And upon each ton of other goods, etc., two pence per mile.

Third—That the entire computed expense being £80,000. The work shall be completed in five years provided two-thirds of that sum, or £53,332 is given by the Directors to the subscribers.

APPENDIX No. 12.

CORRESPONDENCE between the Commission and Mr. PETER GANNON, Baronial Auditor for the Cavan and Leitrim Railway, and representative of the Ballinamore Rural District Council (who gave evidence on the 14th January, 1908), with copy of his report on the accounts of the Cavan and Leitrim Railway to the Treasury and County Council, etc.

I.

VICEREGAL COMMISSION ON IRISH RAILWAYS,
13, St. Stephen's Green, N.,
Dublin,
10*th February*, 1908.

295-08:

SIR,—With further reference to your letter of the 3rd instant as to the Memorandum of matters dealt with in your evidence before the Viceregal Commission on the 14th ultimo, which you have undertaken to furnish for inclusion in the Appendix, I am directed to request that you will be good enough to forward copies of the correspondence between yourself and the Commissioners of Public Works relative to your inspection of books and accounts at the stations of the Cavan and Leitrim Railway in your capacity as Baronial Auditor for that undertaking.

I am, Sir,

Your obedient servant

(Signed), GEO. E. SHANAHAN,
Secretary.

P. Gannon, Esq.,
Drumcowra,
Ballinamore,
Co. Leitrim.

II.

Drumcowra,
Ballinamore
6*th March*, 1908.

495.

SIR,—I hereby enclose copies of correspondence from Board of Works and County Council in connection with the question of auditing the accounts of the Cavan and Leitrim Railway. I also send other facts for inclusion in Appendix, which I intended submitting before the Commission, but was unable to do so owing to the evidently preconceived interruptions of the railway officials. I trust the Commission will take into consideration the above facts and have any notes subjoined inserted in the Appendix.

I have pointed out the company's recent refusal to allow any supervision at the stations, and this in face of the decision of Commission on 14th January last.

I am, Sir,

Yours truly,

(Signed), P. GANNON.

Geo. E. Shanahan, Esq.

P.S.—I also enclose written copy of Baronial Auditor's Report.—P. G.

(Enclosures referred to above.)

III.

CAVAN AND LEITRIM RAILWAY.

Baronial Auditor's Report.

To Treasury and County Council

I beg leave to report that I have, in conjunction with Mr. Prior, who acted for the Cavan section, audited the accounts of the Cavan and Leitrim Railway for the year ended November, 1906.

I have much pleasure in testifying to the neat and methodical manner in which the accounts are kept in the Dublin office.

The receipts from every source amount to £11,605 1*s.* 11*d.*, and the expenditure to £10,603 5*s.* 10*d.*, which leaves a saving on the year's working of £1,001 16*s.* 1*d.*

There has been £600 added to the "Reserve Fund," which now stands at £1,200, and I believe the creation of the fund, if properly used, is by no means imprudent.

The general control and working of the line leaves much to be desired from the standpoint of progress and economy, and it is a matter for regret that the Directors are rather setting the example of extravagance.

The question of Directors' expenses was fixed by a resolution in December, 1900, which was proposed by Dr. Mulcahy and seconded by Mr. Vaugh, and is in effect as follows:—"That the maximum fee to be paid each Director is £1 1*s.* 0*d.* per day, exclusive of train fare."

This resolution does not hold good in practice, as the Directors' bills exceed the maximum by various sums from 4*s.* to 14*s.* 6*d.* each visit to Dublin.

I notice some of the Directors enter "two days" in connection with meetings where one day is claimed by the others. Mr. Clements, Mr. Flynn, and Mr. Macrory are exceptions, none of whom charge the full maximum.

The excess in the other cases is said to represent "car hire," but no such charge is provided for by the resolution.

The retention of the office in Dublin, 87 miles from the company's own line, is scarcely a sensible method of practical economy.

The rent of the Dublin office, together with the Directors' expenses going there, and other minor charges, would much exceed £200 yearly. This amount for one year should equip a suitable office on the company's premises.

If the shareholders were depending for their 5 per cent. profits on the business acumen of a Board capable of such management we might expect a sudden change of both office and Board.

There is an item of expenditure allowed Mr. Wynne, Engineer, £15 15*s.* 0*d.* for going to London to examine sleepers. This I consider excessive by half.

The practice of giving "first class" free passes to representatives of the local papers is rather generous for a rate subsidised railway.

No such practice or custom exists on larger and more independent lines, where the only privilege allowed the press is "single fare for return journey," which should be ample in this case.

There is a reduction of 3*s.* allowed on a consignment of coal. The amount is small, but the principle of individual preference should not be tolerated by the Board. If the rate was too high in this particular case it must be too high for all and should be quashed.

The connection between the Arigna Mining Company and the railway is not, in my opinion, conducive to the welfare of the latter. The Traffic Manager, who controls the carrying power of the railway, is Secretary for, as well as being a shareholder in, the Mining Company.

The eight Directors representing the share capital of the railway company are also shareholders in the Mining Company, and four of them are Directors of that concern.

It must, therefore, be evident that the Board and their manager are more concerned in the Mining Company, which is dependent on itself, than they are in the railway, where a profit is guaranteed by the respective baronies.

In reference to this matter I was informed "that a special train was used carrying hay for the Mining Company; that several milesmen were employed loading it, and that the work was superintended by the Traffic Manager." All of whom are paid by the railway company. I inquired at the Dublin office, but there was no account of a special train having run on the day in question.

I can get respectable evidence to prove that those men and the special train were in the service of the Mining Company, but I cannot vouch for it myself, as the railway company refuse to allow me to examine any accounts "except those in the Dublin office," where it would be impossible to find any omission of the kind, which could only be noticed by inspection at the various offices on the line.

According to Section 18 of the Order in Council "The said Baronies in the said County of Leitrim shall be represented in the direction or supervision of the affairs and finance of the Promoters by any Auditor who may from time to time be appointed for the said respective Baronies, to inspect the books and accounts of the Promoters."

I therefore hold that inspection of the accounts at any and every particular office on the line is not only legal but necessary, as there is no other means of safeguarding the interests of the guarantors.

The Traffic Manager can be found at several public Boards many miles from the railway he is supposed to manage, lecturing on the merits of Arigna coal. The railway is managed in his absence by the Assistant Manager, who is paid £104 per year, this, added to the Manager's salary, makes the total £353 for managing 48½ miles of railway.

In the interests of those concerned I would suggest, that as there is no provision made in the Order in Council for Shareholders' Directors there should be at least a majority of Baronial Directors on the Board.

I would also recommend that the Dublin office be transferred to Ballinamore, and that the existing connection between the two companies should cease.

I have the honour to remain,

Your obedient servant,

(Signed), P. GANNON,
Baronial Auditor.

14*th May*, 1907.

IV.

Accountant's Department,
Office of Public Works,
Dublin,
27*th September*, 1907.

6256-07:

SIR,—I am directed by the Commissioners of Public Works to advert to your report as Baronial Auditor on the accounts of the Cavan and Leitrim Railway for the year ended 30th November, 1906. In it you state that your investigations have been hampered by the refusal of the railway company to allow you to examine any accounts relating to the railway except those in the Dublin office.

In reference to this statement, the Board are advised that no such limitations are placed on your inquiry by Clause 43 of the Order in Council of 1884, and the accounts of the various stations on the line appear to be in the nature of further information reasonably required for the purpose of auditing the accounts within the meaning of Clause 44.

I am, therefore, to suggest that you should report the action of the railway company to the Leitrim County Council, who will doubtless take such steps as may be necessary to safeguard your powers in the matter.

The Board will be glad to know the result of such action as may be taken.

I am, Sir,

Your obedient servant,

(Signed), J. J. HEALY,
For Accountant.

P. Gannon, Esq.,
Ballinamore.

V.

I sent copy of Board's letter to Leitrim County Council, when following resolution was passed:—

(Copy.)

Proposed by P. MASTERSON.

Seconded by P. GAFFNEY, and Resolved:

"That we think it absolutely necessary in pursuance of the instructions he has received from the Joint Committee of the Cavan and Leitrim Railway that the Baronial Auditor, Mr. P. Gannon, should have full and complete access to all books, documents, etc., at the several stations on the line as well as the central office in Dublin for the due performance of his duties as Baronial Auditor."

Copies to be sent to Auditor, Secretary, Cavan and Leitrim Railway and Board of Works.

On receipt of County Council resolution I again wrote on 23rd December, 1907, for the necessary permission, and on 10th February, nearly one month after Viceregal Commission deciding: "That we were within our right in having access to the books on the line," the company wrote as follows:—

"Dublin,
"10*th February*, 1908.

"DEAR SIR,—I brought before my Directors at their last meeting your letter of 3rd inst., making application for access to the accounts kept at the various stations on the line, and in reply I was instructed to send you enclosed copy of resolution, to which my Directors have nothing to add.

"Yours faithfully,

"(Signed), R. R. STEWART.

"To P. Gannon,
"Ballinamore."

Copy of Cavan and Leitrim Railway Resolution.

Proposed by Mr. M'RORY.

Seconded by Mr. CLEMENTS, and Resolved:

"That the County Council be informed that the audit of the accounts is for last year, and that all the original papers connected with that are sent by the said stations to the office in Dublin, and those have been produced to the Auditor, and that no original accounts of that year are in the stations but only the accounts connected with the current month and will come before the Auditor of next year in due course."

VI.

The cases of rebates to which I referred are as follows:—

"Wm. Latimer, from B'more to Belturbet, had 5 head of cattle carried cheaper than the ordinary customer could have had 3 head." This was about April of 1896.

"Jos. Irwin, from Mohill to Belturbet, about same time had the standard rate reduced by 6 or 7 shillings." There were many other cases, but persons giving information would get into trouble. In my abstract of evidence I pointed out where a Director, who is a land agent, travelled *via* Galway en route to Dublin to attend a meeting and included the fare, £1 3*s*. 8*d*., in his bill of expenses. I only wished to show the sole use of keeping the office in Dublin.

I also intended contrasting the company's economy in withholding a pass from the Baronial Auditor, thereby denying the ratepayers' representative any opportunity to supervise or examine the accounts, while at the same time the two County Surveyors and their Assistants had yearly *first* class passes. There are also three Doctors in the district who are so privileged. *There was no account of any of these passes shown to me in Dublin. There was no account of the special train carrying the Mining Company's hay. There was no account of some old sleepers which I knew to be sold*, and yet the company say we are shown everything, a statement which I must flatly contradict.

APPENDIX No. 13.

STATEMENT transmitted by Rev. P. J. DOWLING, C.M., Cork, supplementary to his evidence of the 15th January, 1908, and explanation subsequently furnished by the Manager of the Midland Great Western Railway.

I.

ST. VINCENT'S,
CORK,
January 20th, 1908.

To the Chairman,
Viceregal Commission.

SIR,—Referring to my evidence of Wednesday and the subjoined report taken from the "Freeman" of the 16th ult., I now submit the following additional items in corroboration of my statement about the vegetable industry in Foxford. Report of Evidence:

"Mr. Tatlow wished to say that the figures given by the witness with regard to Foxford, namely, of £2 17*s.* for 17 or 18 cwts. of vegetables, could not possibly be accurate. For any quantity above 3 cwts. the rates were from 12*s.* to 15*s.* for vegetables. Potatoes in wagon-loads were only 7*s.* 6*d.* per ton. There must surely be some mistake.

"Witness then said he had had the figures from the person concerned, and the entry then made in his note-book was before him.

"*Mr. Sexton.*—I suppose it could not be a number of small consignments?—That is the fact as I got it.

"*Mr. Tatlow.*—I must say, besides, that I do not remember ever being asked for special rates of that kind for Foxford. We have done everything possible for the district, and I know very well we would have done it if we had been asked to do so.

"*Lord Pirrie.*—Apparently there might be a great deal of traffic from there if people knew that the rates were as you say.

"*Mr. Tatlow.*—But a man had only to go to the stationmaster to ascertain them.

"Witness said he would wire at once to get the facts."

I have written to the Superioress of the Convent of Foxford, the Sisters in which Convent have been the means of upraising the district, and her reply is as follows:—"Our steward says that your statement is correct and that sum was paid—£2 17*s.* 0*d.* for 17 or 18 cwts. weight of vegetables in 1902, or 1903. We had to give up the vegetable industry, for the carriage was prohibitive." Again, I can now hand you the actual railway dockets for a supply of vegetables and you can see the rate charged is quite different from Mr. Tatlow's figures:—

"M. G. W. Rly. Consignment receipt. Foxford Station. 5/12/'02. Received from the Convent—to deliver at North Wall Station. Ten bags of vegetables, two boxes and one skip ditto. Paid, £1 9*s.* 7*d.*" The weight is given on the consignment docket as 11 cwts. 3 qrs. and 16 lbs.

This does not confirm Mr. Tatlow's statement as to the rate being 12*s.* to 15*s.* a ton for any quantity above 3 cwts. Again the Superioress wired me on Saturday:—"Present rate for vegetables under two tons, 25*s.* 9*d.* per ton; under one ton, 28*s.* 9*d.*" It may be that the rate books show one rate and the customers pay another, but I think I have substantiated my statement as to the rate paid and as to its having crushed an industry very important anywhere, but of exceeding importance for the one thousand poor cottiers of the Foxford district.

I have the honour to be,

Yours truly,

(Signed), P. J. DOWLING, C.M.

P.S.—I enclose railway dockets and telegram.

(Enclosures.)

5/12/02.

1830. Foxford Convent.

Midland Great Western Railway.

Received from Providence Technical Woollen Manufactory, in good order, 10 bags of vegetables, 2 boxes, and 1 skip do. To Mr. J. Simpson. To be delivered at Show Yard not later than 6th December, Ballsbridge Siding.

Carriage Paid. 11 cwts. 3 qrs. 16 lbs.

Signature, A. DURKAN.
Railway Porter.

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(42) Midland Great Western Railway.

Consignment Receipt, 91.

Foxford Station, 5th day of 12, '02.

Received from the Convent. Name of the Consignee, J. Simpson. Destination, Ballsbridge, which we promise to deliver at North Wall. Description of goods—Ten bags vegetables, two boxes, and one skip ditto.

Paid, £1 9*s.* 7*d.*

(Signed), J. M'GRINE.

POST OFFICE TELEGRAM OF JAN. 16TH, 1908.

Foxford. 3.30 p.m. 4.4 p.m.

"To Father Dowling, Training College, Drumcondra, Dublin.

"Present rate for vegetables under two tons, 25*s.* 9*d.*; one ton, 28*s.* 9*d.* Providence, Foxford."

II.

This statement having been transmitted to the Manager of the M. G. W. Railway, the following explanations were furnished by him and communicated to Father Dowling:—

MIDLAND GREAT WESTERN RAILWAY OF IRELAND,
Manager's Office,
Broadstone Station,
Dublin,
25th January, 1908.

M 22/311.

SIR,—I duly received your letter of the 21st inst., enclosing extract from letter addressed to the Commission by the Rev. J. P. Dowling, and beg to say I will make inquiry into the charges on the consignment of vegetables referred to and communicate with you further. In the meantime I beg to enclose a list of the rates in operation for vegetables between Foxford and Dublin, from which you will see there is no such rate as £2 17*s.* 0*d.* per ton, and that with the exception of the rate of 25*s.* 9*d.* for new potatoes in boxes the rates vary from 7*s.* 6*d.* to 15*s.* 7*d.* per ton.

I am, Sir,

Your obedient servant,

(Signed), J. TATLOW.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission,
Dublin.

(Enclosure.)

MIDLAND GREAT WESTERN RAILWAY.

Rates for Vegetables between Foxford and Dublin, 159 Miles.

	Station to Station. per ton s.	d
Potatoes, in bulk, or in sacks,	15	7
Potatoes, in sacks, 6-ton loads, Owner's risk Owner to load and unload,	7	6
New Potatoes, in boxes,	25	9
Cabbages, not packed,	15	7
Carrots, for Cattle-feeding (not bunched)—		
Minimum, 4 tons, Owner to load and unload,	13	2
6-ton loads, Owner's risk, Owner to load and unload,	11	2
Carrots, less lots,	15	7
Celery, in bundles,	15	7
Mangel Wurzel, in bulk, for Cattle-feeding—		
6-ton loads, Owner's risk, Owner to load and unload,	10	2
4-ton lots, Owner to load and unload,	12	0
2-ton lots, Owner to load and unload,	15	0
Less lots, Owner to load and unload,	15	7
Mangel Wurzel, packed,	15	7
Onions,	15	7
Parsnips,	15	7
Rhubarb, in bundles,	15	7
Turnips, in bulk, for Cattle-feeding—		
6-ton loads, Owner's risk, Owner to load and unload,	10	2
4-ton lots, Owner to load and unload,	12	0
2-ton lots, Owner to load and unload,	15	0
Less lots, Owner to load and unload,	15	7
Turnips, packed,	15	7
Vegetables, except as above,	15	7

(Signed), R. MORRISON,
E. G. C.

Goods Manager's Office,
Broadstone, 25*th January*, 1908.

III.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND,
Manager's Office,
Broadstone Station,
Dublin,
6*th April*, 1908.

M 25/487.

Viceregal Commission on Irish Railways.

SIR,—With reference to your letters of the 23rd ulto. (Nos. 517-08 and 540-08), and your letter (563-08) of the 31st ulto., regarding charges on vegetables from Foxford to Dublin, having inquired into the matter I find the two entries in question are as follows:—

'Foxford to Ballsbridge (D. & S. E. Ry). Inv. 8. "5/12/02. Convent to J. Simpson, 10 bags, 2 boxes, "1 skip vegetables. 16 cwts. 3 qrs. 16 lbs., at "28*s.* 9*d.*, plus 5*s.*, paid, £1 9*s.* 7*d.*"

"Foxford to Ballsbridge. Inv. 2. 4/12/03. Con-"vent to J. Simpson, 1 box, 28 sacks, 2 skips, 1 "hamper vegetables. 1 ton 12 cwts., at 25*s.* 9*d.*, "plus 5*s.*, paid, £2 9*s.* 3*d.*"

The vegetables were forwarded to the Winter Show of the Royal Dublin Society at Ballsbridge. The charge of 5*s.* is a special charge per ton, with a minimum of 1*s.* per consignment, and is made for the special service over the Loop Line in Dublin to the Siding at Ballsbridge adjacent to the Show Grounds.

It will be seen that the charges are not as stated, £2 17*s.* 0*d.* for 17 or 18 cwts. of vegetables, and that the weight on 5th December, 1902, was 16 cwts. 3 qrs. 16 lbs. In the enclosure which accompanied your letter of the 23rd ulto. it is stated that the weight given on the consignment docket for 5/12/02 was 11 cwts. 3 qrs. 16 lbs., but I am assured that the correct weight was as above. Perhaps you could obtain for me the consignment docket referred to.

I regret very much the Foxford Stationmaster stupidly charged both consignments incorrectly, as they should have been charged at 15*s.* 7*d.* per ton in accordance with the list of rates I sent you with my letter of the 25th January last.

I instructed our District Traffic Inspector to fully investigate the matter. He informs me he called at the Convent and saw the Reverend Mother Superioress and that she stated she commenced to send vegetables to the Winter Show in 1895 and continued regularly until 1903, and that she was then obliged to discontinue owing to the rate charged. Our Inspector asked the Reverend Mother if she had ever applied for special rates or facilities, and she said: "Do you think after the enormous trouble I went to that I would neglect to do so." Our Inspector then asked if she had any letter on the subject, and she answered that she could not remember it was so long ago.

There is no record in our offices of any application having been made, nor does either our Inspector or the Stationmaster, who has been at Foxford for many years, recollect any application.

Our present District Inspector has been in charge of the Mayo district since 1902. I therefore communicated with his predecessor, who held the office from 1894 to 1902, who writes that during all that time he was in close touch with the Foxford Woollen Mills and that he never heard any complaint of want of facilities for the conveyance of vegetables.

I think the Reverend Mother Superioress must be under some misapprehension, as if any application had been made it would have been recorded in my offices at Broadstone, and it would also have been remembered by our Inspectors or Stationmaster. Besides, any such application would have received special attention at headquarters, as we are only too anxious to encourage any new industry upon our system.

As you say that the statement furnished by Father Dowling subsequent to his examination will be printed in the Appendix to the Report, I beg to request that in fairness to my company you will also print my letters in the Appendix along with the Rev. Gentleman's statement.

I am, Sir,
Your obedient servant,
(Signed), J. TATLOW.

Geo. E. Shanahan, Esq.,
Secretary,
Viceregal Commission,
13, St. Stephen's Green, N.,
Dublin.

P.S.—With reference to the statement of rates enclosed you with my letter of the 25th January, I find on further looking into the matter that that list was not quite complete, and I send you herewith a complete list of rates for all vegetables between Foxford and Dublin.—J. T.

(Enclosure.)

MIDLAND GREAT WESTERN RAILWAY.

Rates for Vegetables between Foxford and Dublin, 159 Miles.

Statement to accompany Mr. Tatlow's letter of April 6th, 1908, to Secretary of Viceregal Commission on Irish Railways.

	Station to Station per ton. s.	d.
Potatoes, in bulk, or in sacks,	15	7
Potatoes, in sacks, 6-ton loads, Owner's risk, Owner to load and unload,	7	6
Potatoes, in casks, barrels, hampers, or peds (except between 1st April and 30th June),	15	7
New Potatoes (except grown under glass), from 1st December to 30th June,	25	9
Cabbages, not packed,	15	7
Carrots,	15	7

	Station to Station per ton.
Carrots, for cattle-feeding (not bunched)—	s. d.
6-ton loads, Owner's risk, Owner to load and unload,	11 2
Minimum, 4 tons, Owner to load and unload,	13 2
Less lots, Owner to load and unload,	15 7
Celery, in bundles,	15 7
Mangel Wurzel, in bulk, for cattle-feeding—	
6-ton loads, Owner's risk, Owner to load and unload,	10 2
4-ton lots, Owner to load and unload,	12 0
2-ton lots, Owner to load and unload,	15 0
Less lots, Owner to load and unload,	15 7
Mangel Wurzel, packed,	15 7
Onions (not peeled for pickling),	15 7
Onions (peeled for pickling),	25 9
Parsnips,	15 7
Rhubarb, in bundles,	15 7
Turnips, in bulk, for cattle-feeding—	
6-ton loads, Owner's risk, Owner to load and unload,	10 2
4-ton lots, Owner to load and unload,	12 0
2-ton lots, Owner to load and unload,	15 0
Less lots, Owner to load and unload,	15 7
Turnips, packed,	15 7
Vegetables, desiccated, for Cattle Food,	25 9
Vegetables, dried, in casks, cases, or boxes,	25 9
Vegetables, hothouse, packed,	44 9
Vegetables except as above,	15 7

(Signed), S. S. Leggatt,

Goods Manager's Office,

Broadstone, 6*th April*, 1908.

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IV.

The following letter was sent to Mr. Tatlow as to the weight of the consignment of vegetables referred to in his explanation of the 6th April:—

Viceregal Commission on Irish Railways,

13, St. Stephen's Green, N.,

Dublin,

10*th April*, 1908.

656-08:

Sir,—Referring to your letter of the 3rd instant (M 25/487) relative to the Rev. P. J. Dowling's complaint as to excessive charges on vegetables, etc., I am directed to inform you that the weight of the consignment from Foxford to Ballsbridge on the 5th December, 1902, as given in the enclosure to my letter of the 21st January, namely, 11 cwts. 3 qrs. 16 lbs. is correct, as indicated in the original receipt issued by your company at Foxford Station, which has been furnished to the Commission and can be inspected at these offices.

I am to add that the explanation contained in your letter under reply has been communicated to the Rev. P. J. Dowling.

I am, Sir,

Your obedient servant,

(Signed), Geo. E. Shanahan,

Secretary.

J. Tatlow, Esq.,

Manager, M. G. W. Railway,

Broadstone Station,

Dublin.

V.

Mr. Tatlow's reply, as under, was communicated to Father Dowling on the 13th May, 1908.

Midland Great Western Railway of Ireland,

Manager's Office,

Broadstone Station,

Dublin, 12*th May*, 1908.

M 27/300.

Sir,—With reference to your letter (690-08)* of the 6th inst., relative to Father Dowling's complaint as to excessive charges on vegetables, I have made inquiry into the matter, and our people have now been able to trace the other part of the consignment note and it clearly shows the weight as 11 cwt. 3 qrs. 16 lbs. The explanation of our Stationmaster for entering 11 cwt. as 16 is that he was in a hurry and in the dusk of the winter evening read 11 for 16. I am informed the charges were not questioned by the Convent, and if this has been done the mistake could have been rectified at the time. I regret very much the error which was made by our Stationmaster, for which there is really no excuse, and the matter has been suitably taken up with him. I have also given instructions for a refund of the overcharge made being at once given to the senders.

I am,

Sir,

Your obedient servant,

(Signed), J. Tatlow.

G. E. Shanahan, Esq.,

Viceregal Commission,

13, St. Stephen's Green,

Dublin.

*Transmitting copies of the railway dockets, furnished by Father Dowling, on 20th January, 1908.

APPENDIX No. 14.

LETTER handed in by CAPTAIN H. MACTERNAN, D.L., Heapstown, Boyle, County Roscommon, after his examination on the 15th January, 1908, and explanation subsequently furnished by the Manager of the Midland Great Western Railway.

I.

PETER KENNEDY,

Baker and Confectioner,
127, 128 & 129, Great Britain-street,
Dublin,

28*th October*, 1907.

DEAR SIR,—In reply to your favour of 24th inst., I have made inquiries from M. G. W. Ry. Coy., and I find the carriage on 10*s*. worth bread to Boyle would be 2*s*. 3*d*. As this would amount to nearly ¾*d*. per 2 lb. loaf I fear it renders business impossible.

I shall, of course, send you on the bread with pleasure, if you wish, and if you do not consider the cost (3¾*d*. per 2 lb. loaf delivered at Boyle station) too much.

Thanking you for your inquiry.

I am, yours faithfully,

(Signed), PETER KENNEDY.

H. MacTernan, Esq., J.P., D.L.,
Heapstown, Boyle.

II.

VICEREGAL COMMISSION ON IRISH RAILWAYS,
13, St. Stephen's Green, N.,
Dublin,

20*th January*, 1908.

2793-07.

SIR,—Referring to previous correspondence as to complaints, etc., I am directed to state, for your information, that Captain H. MacTernan, Boyle, who was one of the witnesses at the recent sittings in Dublin, on the day following his examination, handed in to the Commission a letter from Peter Kennedy, Baker and Confectioner, Great Britain-street, Dublin, dated 28th October, 1907, intimating that as the result of inquiries made from your company he had ascertained that the carriage to Boyle of 10*s*. worth of bread would be 2*s*. 3*d*., and that as this charge would amount to nearly ¾*d*. per 2 lb. loaf, he feared it rendered business impossible.

The Commission will be glad to be favoured with any remarks which your company may desire to offer on this subject.

I am, Sir,

Your obedient servant,

(Signed), GEO. E. SHANAHAN,
Secretary.

J. Tatlow, Esq.,
Manager,
Midland Great Western Railway,
Broadstone Station,
Dublin.

III.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND,
Manager's Office,
Broadstone Station,
Dublin,

12*th March*, 1908.

M24/22861.

SIR,—With reference to your letter of the 20th January (2793-07) in regard to the evidence given by Capt. MacTernan, Boyle, relative to the charges for carriage of bread from Dublin to Boyle, I presume Capt. MacTernan refers to rate by passenger train, and I understand the quantity which he wishes conveyed to be about 42 lbs. per week. The charge for this quantity by passenger train from Dublin to Boyle would be at half the ordinary Parcels rate at Owner's risk, or 1*s*. 3*d*., the distance being 106 miles, and this rate is on the same basis as that charged by the railway companies generally. We have special rates for bread traffic by passenger train, applying with a minimum of 1 cwt., and if this quantity was obtained by Capt. MacTernan the charge from Dublin to Boyle would be 2*s*., or about ¾*d*. per 4 lb. loaf.

Capt. MacTernan referred to bread from the North of Ireland, but this is conveyed by Goods trains at Goods train rates.

Yours faithfully,

(Signed), JOSEPH TATLOW,
J. E. M.

G. E. Shanahan, Esq.,
Viceregal Commission on Irish Railways,
Dublin.

APPENDIX No. 15.

PETITIONS to the Commission relative to the working of the Letterkenny to Burtonport Railway, handed in by Mr. J W. MANNING, Carrigart, County Donegal, during his examination on the 15th January, 1908.

I.

We, the undersigned Traders and Ratepayers belonging to the town and district of Falcarragh, humbly beg to draw the attention of the Commission on Irish Railways to the many and frequent irregularities in the working of the Burtonport and Letterkenny Railway, and trust that this matter may have the earnest consideration of the Commission.

John Olpherts, C.V.O.
Michael Colgan, J.P.
John M'Bride.
John Boyle.
James Browne.
Grace M'Ginley (Hotel).
J. Griffith, J.P.
Jas. O'Donnell.
Daniel Sweeney.
Edward Gallagher.
William Mitchell.
John Sweeney.
Thomas Browne.
Cornelius Murphy.
Chas. M'Fadden.
William Mitchell.
John M'Lean.
Hugh Boyle.
Jas. Boyle.
Wm. Griffith.
John M'Clafferty.
Patrick M'Elwaine.
J. W. Greene.
P. M'Kinley.
John M'Donald, M.D.
Joseph Sheridan, C.C.

II.

We, the undersigned Traders and Ratepayers belonging to the town of Dunfanaghy, humbly beg to draw the attention of the Commission on Irish Railways to the many and frequent irregularities in the working of the Burtonport and Letterkenny Railway, and trust that this matter may have the earnest consideration of the Commission.

John Pirrie Conerney.
J. P. Deane, Manager *pro tem.* for C. A. Ramsay.
S. J. Nixon.
J. M'Elhinney.
F. Moffatt.
James Robinson.
James Devir.
Charles Jeffery.
Daniel M'Gee.
Charles Lafferty.
James Gracey.
James Furey.
James O'Donnell.
Matthew Hogg.
John Greer.
Edward O'Donnell.
Sarah Gallagher.
William Taylor.
Hugh M'Prau.
James Irwine.
John Mulligan.
John Irwine.
Patrick M'Intyre.
T. D. Morris.

III.

We, the undersigned Traders and Ratepayers belonging to the town of Creeslough, humbly beg to draw the attention of the Commission on Irish Railways to the many and frequent irregularities in the working of the Burtonport and Letterkenny Railway, and trust that this matter may have the earnest consideration of the Commission.

A. Wilkinson, J.P., Creeslough.
Thos. A. Ingram, Dunfanaghy.
P. Harquin & Co., Massinas.
Danl. Lafferty, Creeslough.
James Lafferty, Creeslough.
Maudy M'Loughlin, D.C., Creeslough.
Anthony Wilkinson, Massinas.
T. H. Staunton, Clk., Ballymore.
John Gallagher, Creeslough.
W. J. Kearney, Creeslough.
Patrick Lafferty, D.C., Creeslough.
James Coll, D.C., Derryfad, Creeslough
Cecelia Harkin, Creeslough.
Patrick Feiry, D.C., Creeslough.

IV.

We, the undersigned Traders and Ratepayers belonging to the town of Dungloe, humbly beg to draw the attention of the Commission on Irish Railways to the many and frequent irregularities in the working of the Burtonport and Letterkenny Railway, and trust that this matter may have the earnest consideration of the Commission.

Samuel Hanlon.
James E. Boyle, Merchant and County Councillor.
Andrew O'Donnell, Merchant.
James Sweeney, Spirit Merchant.
John W. Boyle.
Hugh D. O'Donnell, Merchant.
Willie Mullin.
John Sweeney, Merchant.
C. Boyle.
R. P. Brennan.
Maurice M'Bride.
Murray Sweeney, Merchant, Dungloe.
Anthony D. O'Donnell, J.P.
James A. O'Donnell, J.P.

APPENDIX No. 16.

EXTRACTS from DOCUMENTS as to disinfection of Railway Carriages and Horse Boxes, etc, handed in by Mr. BRIAN E. F. SHEEHY, C.E., Limerick, during his examination on the 16th January, 1908.

I.

Letter from "Daily Mail" of 5th Sept., 1907.

INFECTED RAILWAY CARRIAGES.

To the Editor of the "Daily Mail."

SIR,—To judge from the complaisant tone of the Board of Trade report on railway fatalities, just issued, very few of the accidents recorded are preventable. No doubt this is true of what one may call the surgical fatalities—those that are immediate and obvious. But I venture to make this very report the text for an appeal to our admittedly enlightened railway services to take steps to stop the appalling spread of disease, of which carriages not thoroughly and regularly disinfected are the readiest vehicles.

It is impossible to estimate the "preventable" mortality arising from this source. The number of passengers carried in the United Kingdom exceeds 1,000,000,000 per year. This traffic, strictly speaking, is accommodated in 50,000 carriages, giving, say, twenty thousand persons per carriage per year. There is, of course, no material for framing an estimate of the proportion of these persons who are infectious, but some diseases admittedly are infectious at a stage before they can be recognised, and of so huge a total—more than twenty times the population of the country—it is clear that there must be a large number of cases carried in a condition of unrecognised infection.

The point I wish to press home is this: If the carriages were disinfected, say, after each journey, each passenger's risk in railway travelling would be confined to the chance of his sitting by the side of an infected person during the journey, but if, as I fear is nearer the case, they are never disinfected at all, and if the average persistence of infection in an undisinfected carriage be taken at twelve months, the chance of infection being acquired by a passenger is manifestly four thousand times as great, supposing each carriage to have five compartments. For the deposit in the carriage is the residual infection of such of its 20,000 inmates per year as have been infected, and there must be an enormous increase of risk to individual passengers from this inevitable accumulation of infective matter over the risk which would be run if the carriages were disinfected regularly.

It is this routine disinfection which I venture to urge most earnestly on the companies. Efficient and economical disinfectants are at their service, and the extra work entailed is out of any proportion to the end obtainable. The alternative is simply to permit the unchecked dissemination of infection. The antiseptic treatment of our homes, our schools, and other public buildings is now receiving attention. Surely by the railway companies it should be regarded as a daily and indispensable duty.

Dr. LAUZAN-BROWN, L.R.C.P., L.R.C.S.,
Central London Throat Hospital,
Gray's Inn-road.

297, Goswell-road, E.C.

II.

Extract from weekly "Notice of Special Trains and other arrangements" issued by the Great Southern and Western Railway Co.

DISINFECTION OF HORSE BOXES.

The attention of Station Masters, Inspectors, Head Porters, Loading Porters, and others is again directed to the fact that the above vehicles are not being cleaned and disinfected after use. Every care should be taken to see they are properly attended to, and portions of the Box coming in contact with the animals' heads disinfected.

III.

DELIVERY NOTE.

Limerick Station,
4th June, 1903.

B. E. F. Sheehy,
Colleen Bawn Fete.

Dr. to the Great Southern and Western Railway Company for conveyance of goods as under:—

Reference No.	Station from	Description of Goods.	Weight.	Rate.	Total.
			c. q. lbs.		
557	Newcastle, .	1 ladder,	3 0 0	8/1	16/2
					1/6
					17/8
	(Occupying 2 trucks as 1 ton per truck.)				
	Must be sent on a lorry, could not go in covered wagon.			*Less*	8/1
				To pay	9/7

Paid, J. Wallis & Son,
J. J. O'S. (9/7),
27/8/03.

IV.

DELIVERY NOTE.

Newcastle Station,
24/8/03.

B. Sheehy, C.E.

Dr. to the Great Southern and Western Railway Company for conveyance of goods as under:—

Reference No.	Station from	Description of Goods.	Weight.	Rate.	Paid on.	Total.
			c. q. lbs.			
290	Limerick,	1 closed ladder.	1 2 0	11/3	1/-	2/2

Paid, W. Kenny.

(*Carriage on ladder returned.*)

APPENDIX No. 17.

RAILWAY DOCKETS handed in by Mr. J. HURLEY, J.P., Leap, County Cork, during his examination on the 16th January, 1908.

DELIVERY NOTE.

Wm. Nolan,
4, Burgh Quay.

Kingsbridge (Goods) Station,
23*rd July*, 1907.

Dr. to the Great Southern and Western Railway Company.

Reference No.	Station from	Sender.	No. of Articles.	Description of Goods and Marks.	Weight.	Total.
				Bxs. Btr.	cwts. q. lbs.	*s. d.*
2934	Skibbereen, . .	J. Hurley, . .	21 M. H.	28/C.C.	6 2 0	12 9

DELIVERY NOTE.

W. Nolan,
4, Burgh Quay.
W 14/18.

Kingsbridge (Goods) Station,
11*th October*, 1907.

Dr. to the Great Southern and Western Railway Company.

Reference No.	Station from	Sender.	No. of Articles.	Description of Goods and Marks	Weight.	Total.
				Bxs. Btr.	cwts. q. lbs.	*s. d.*
1659	Skibbereen, . .	J. Hurley, . .	15 J. B.	28/C.C.	4 1 19	8 10

DELIVERY NOTE.

W. Nolan,
4, Burgh Quay.
W 11/210.

Kingsbridge (Goods) Station,
19*th August*, 1907.

Dr. to the Great Southern and Western Railway Company.

Reference No.	Station from	Sender.	No. of Articles.	Description of Goods and Marks.	Weight.	Total.
				Bxs. Btr.	cwts. q. lbs.	*s. d.*
2250	Cork, . . .	Enl., . . .	12 M. O'B.	W.N.	3 0 0	2 8

W. Nolan,

71, North Wall, Dublin,
March 27th, 1906.

To the Dublin and Glasgow Steam Packet Company, *Dr.*

Reference.	Sender.	Goods.	Weight.	Charges paid on	Total.
		30 Cks. Btr.	t. c. q. lbs.	£ *s. d.*	£ *s. d.*
111/51G.	Leith, . . .	F. G. D. 341/70	1 14 0 0	2 19 6	2 19 6

Spear Bros. and Clark,
Freemantle-street.

Curzon street Station, Birmingham,
Date, 6/8/1907. Pro. 6782.

Dr. to the London and North Western Railway Company.

Invoice.	To or from	No. of Packages.	Description and Marks.	Weight.	Rate.	Amount.
				cwts. q. lbs.		
15	Skibbereen, . . J. Hurley.	12	56 lbs. Bxs. Butter.	6 3 0	44/2	14 11

Spear Bros. & Clark.

Curzon-street, Birmingham,
5*th August*, 1907. Pro. 6138.

Invoice.	To or from	No. of Packages.	Description and Marks.	Weight.	Rate.	Amount.
				c. q. lbs.		
21 1488	Cork, . . . Walsh.	20	Bxes. Bttr.	* 3 0	33/4	16 6

cwt. qrs. lbs.
* ? 9 3 0

APPENDIX No. 18.

CORRESPONDENCE relative to Rebates, &c., between the Commission and Mr. J. W. SHEA, J.P., representative of the Tipperary Farmers' Society (who gave evidence on the 16th January, 1908), and explanatory memoranda subsequently furnished by the General Managers of the Great Southern and Western and Dublin and South Eastern Railways.

I.

VICEREGAL COMMISSION ON IRISH RAILWAYS,
13, St. Stephen's Green, N.,
Dublin,
12*th February*, 1908.

224-08:

SIR,—Referring to previous correspondence as to your attendance in Dublin before the Viceregal Commission, I am directed to enclose an unrevised proof of your evidence on the 16th ultimo, and, as regards your answer to question No. 41969 on the subject of Rebates, I am to inquire if the date mentioned by you (21st October, 1907) for the termination of these rebates by the companies concerned is correct. In this connection I am to explain that the Commission had been previously informed that Rebates were withdrawn early in the year, shortly after the Judgment given on the 1st May by the Railway and Canal Commission in the case between the two companies heard in Dublin a month or two previously.

I am to add that if the correct date is the 21st October the Commission will be glad to have corroboration of the date, either documentary or otherwise.

I am, Sir,

Your obedient servant,

(Signed), G. E. SHANAHAN,
Secretary.

J. W. Shea, Esq., J.P.,
Henry-street,
Tipperary.

II.

Henry street,
Tipperary,
24/2/08.

SIR,—I regret being from home when your favour of the 12th inst., reached here, and in reply I beg to inform you, that the rebates allowed by the G. S. & W. Ry. and D. & S. E. Ry. Coys. were paid up to the 21st September, 1907, not the 21st October, 1907, as appears in proof of my evidence.

You will perceive by enclosure that the rate to London from Tipperary for Milk in tins has been reduced 1*d.* per gal., and a rate made for Milk from Tipperary to Swansea, Cardiff, and Newport. Previous to giving evidence no rate was in existence *via* Fishguard and Rosslare to South Wales, and the rate to London was 4*d.* per gallon from Tipperary.

I am, Sir,

Your obedient servant,
(Signed), J. W. SHEA.

(Enclosure.)

GREAT WESTERN RAILWAY,
District Agent's Office,
123, George-street,
Limerick,
February 12*th*, 1908.

1328.

DEAR SIR,—With reference to conversation with Inspector Carroll, the undermentioned rates can be

put in force for Milk from Tipperary if suitable:—

	d.		
Swansea,	2½	per Imp. gallon.—Min. 12 gallons.	
Cardiff and Newport,	2¾	do.,	do.
London and Reading,	3	do.,	do.

Yours truly,

(Signed), J. A. O'KELLY.

P. W. Shea, Esq., J.P.,
Tipperary.

III.

Mr. Shea's statement was transmitted to the Irish Railway Committee, and the subjoined explanatory memoranda have been furnished to the Commission by the General Managers of the Great Southern and Western and Dublin and South-Eastern Railways.

GREAT SOUTHERN AND WESTERN RAILWAY.

Reply to Mr. J. W. Shea's letter of 24th February, 1908, *re* rates for milk in tins, Tipperary to London, Swansea, Cardiff, and Newport.

Mr. O'Shea did not approach this company with regard to the rates for milk, which he refers to.

We were asked by the Great Western Railway Company to agree to through rates to the stations named nine months before he gave evidence, and the figures in Great Western Company's letter of 12th February, 1908, were then agreed to.

We did not believe there would be any traffic, although it was Mr. Shea's opinion that business would result.

He does not send the traffic himself, and no-one appears to want the figures.

IV.

DUBLIN AND SOUTH-EASTERN RAILWAY,

GENERAL MANAGER'S OFFICE.
WESTLAND-ROW STATION,
DUBLIN, *3rd July*, 1908.

R. 6987.

DEAR SIR,

Mr. Tatlow has sent me copy of your letter to him of 26th June, in which you refer to certain complaints or statements against the railway companies published in the Appendices, No. 7 of which has reference to the giving of rebates to traders in the district between Waterford and Limerick Junction.

Mr. J. W. Shea gives correctly, in his letter of 24th February, the date on which the payment of rebates was discontinued by this company and the Great Southern and Western Company.

The date of the Order issued by the Railway Commissioners in the cross case between this company and the Great Southern and Western Company is 11th July, 1907.

Steps were taken to carry out the Order with as little delay as possible, but as the withdrawal of rebates and other matters, referred to in the Order, necessitated meetings between representatives of the Great Southern Company and this company, it was not found possible to bring the actual withdrawal into operation earlier than the 21st September.

Yours faithfully,

(Signed), A. G. REID.

G. E. Shanahan, Esq.,
Vice-Regal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

APPENDIX No. 19.

CORRESPONDENCE, relative to the appointment of Arbitrators (Farranfore and Killorglin Railway Act, 1880), handed in by Mr. J. HILLIARD, representative of the Killarney Urban District Council, during his examination on the 17th January, 1908, and explanation on the subject subsequently furnished to the Commission by the Irish Railway Committee.

I.

URBAN DISTRICT COUNCIL OFFICE,
Killarney,

6th November, 1899.

SIR,—I am directed by the Killarney Urban District Council to ask the Board of Trade to appoint Arbitrators to assess the proportions in which the guaranteeing baronies should contribute to the Killorglin Railway under the Killorglin Railway Act, 1880.

I am, Sir,

Your obedient servant,

(Signed), M. HEALY,
Clerk to the Council.

The Assistant Secretary,
Railway Department,
Board of Trade,
London.

II.

URBAN DISTRICT COUNCIL OFFICE,

Killarney,

7th November, 1899.

Farranfore and Killorglin Railway Act, 1880.

DEAR SIR,—I am directed by the Killarney Urban District Council to ask your Directors to request the Board of Trade to appoint Arbitrators to assess and determine the relative proportions in which the guarantee is payable by the different Baronies under the above Act.

In making the request the Council beg to point out that since the last Arbitration (1890) there have been considerable alterations in the Time Tables—the

Barony of Trughenackmy now derives considerably more benefit than that of Magunihy, in which the Killarney Urban District is situate.

Yours truly,

(Signed), M. Healy,

Clerk to the Council.

Fras. B. Ormsby, Esq.,
Secretary,
Great Southern and Western Railway.

III.

Board of Trade,
Railway Department,
7, Whitehall Gardens,
London, S.W.,
13*th November*, 1899.

R. 13900.

Sir,—I am directed by the Board of Trade to refer to your letter of the 6th instant, applying for the appointment of Arbitrators to assess the proportions in which the guaranteeing Baronies should contribute towards the Killorglin Railway under the Killorglin Railway Act, 1880, and in reply I am to point out that Section 26 of that Act provides that it shall be lawful for the Board of Trade (at or upon the request of the company) from time to time to appoint Arbitrators for the purposes indicated in the Section. Under the provisions of the Great Southern and Western Railway (Killorglin Railway Transfer) Act, 1881, the powers of the Killorglin Railway Company were transferred to the Great Southern and Western Railway Company, and the Baronial Guarantees were to remain in force. I am to add that the Board of Trade have from time to time appointed Arbitrators under the Act of 1880 on the request of the Great Southern and Western Railway Company, but that no such request from the company has now reached this Department.

I am, Sir,
Your obedient servant,
(Signed), Francis J. S. Hopwood.

To the Clerk of the Council,
Urban District Council Office,
Killarney.

IV.

Urban District Council Office,
Killarney,
27*th November*, 1899.

Farranfore and Killorglin Railway (Arbitrators).

Dear Sir,—I am directed to remind you of the letter from the Council dated 7th November upon the above subject, and to state that the Council would be glad of a reply at your earliest convenience.

Yours truly,

(Signed), M. Healy.

Fras. B. Ormsby, Esq.,
Secretary,
Great Southern and Western Railway,
Dublin.

V.

The following explanation on the subject has been furnished to the Commission by the Irish Railway Committee:—

Irish Railway Clearing House,
5, Kildare-street,
Dublin, 29*th May*, 1908.

Viceregal Commission on Irish Railways.

Killarney Urban District Council.

T/47.

Sir,—With further reference to your letter (No. 817-08) of the 14th instant.

I enclose herewith copy of a communication which I have received from Mr. Croker Barrington on the subject, with copy of the enclosure referred to therein.

I am,
Sir,
Your obedient servant,
(Signed), J. Tatlow.

G. E. Shanahan, Esq.,
Secretary,

Viceregal Commission on Irish Railways.

(*Enclosures.*)

VI.

Great Southern and Western Railway,
Solicitor's Office,
Kingsbridge Terminus,
Dublin, 21*st May*, 1908.

Viceregal Commission on Irish Railways.

Killorglin Railway (Farranfore to Killorglin) Guarantee.

Dear Sir,—Referring to the letter to you of the 14th instant (817-08) from the Secretary of the Commission as regards the evidence given by Mr. John Hilliard, representing the Killarney Urban District Council, on the 17th January last, with reference to the above guarantee, I have, as promised, looked the matter up and beg to state as follows:—

Sections 24, 25 and 26 of the Killorglin Railway Act, 1880, provide as follows:—That for the period thereby granted for the completion of the railway and for 35 years after its opening, the amount required to pay a dividend at five per cent. per annum on the share capital of £60,000, or upon so much thereof as should from time to time be paid up, should become payable by the several Baronies of Magonihy, Iveragh, Corkaguiney and Trughenackmy and that portion of Dunkerron North situate in the Poor Law Unions of Killarney and Caherciveen, rateably and in the proportions to be ascertained by Arbitrators as thereinafter provided. That if during the period of 35 years after opening of the railway the net profits thereof (such net profits to be ascertained by Auditors as by the Act directed) after deducting from the gross receipts the working expenses and interest on Mortgage or Debenture Capital should not amount to a dividend of 5 per cent. per annum upon said sum of £60,000 or upon so much thereof as should be paid up, the sum required to pay such dividend should become payable half-yearly by the said several Baronies and portion of Barony. That the Board of Trade may, upon the request of the Company from time to time by Warrant, appoint as Arbitrators any two of the County Surveyors of the County of Kerry and one other person to be selected by the Board of Trade, and such persons should, by their Award, assess and determine the relative proportions into which such sum should be paid by the several Baronies and portion of Barony, such Arbitrators taking into consideration the benefit or supposed benefit (immediate or prospective) which said Baronies and portion of Barony should, in their opinion, be likley to derive from the formation and opening of the Railway, and the Award of such Arbitrators, or of any two of them, should, when allowed by the Board of Trade by endorsement thereon under the hand of their Secretary, be final and binding.

By the Great Southern and Western Railway (Killorglin Railway Transfer) Act, 1881, the undertaking of the Killorglin Railway Company was transferred to the Great Southern Company, together with the benefit of the said Baronial Guarantee.

By Award, dated 11th June, 1883, under the hands of Mr. William H. Deane, the County Surveyor of the County of Kerry, and Mr. George Posnett, the Arbitrators appointed by the Board of Trade under the Killorglin Railway Act, 1880, and made after a public sitting at Tralee, of which due notice was published, the Arbitrators found that the relative proportions in which the several Baronies and portion of Barony should pay the said dividend were as follows:—Magonihy, three-tenths; Iveragh, three-tenths; Corkaguiny, two-tenths; Trughenackmy, one-tenth; and the portion of the Barony of Dunkerron North, one-tenth. This Award was allowed by the Board of Trade, as per endorsement thereon of their Secretary dated 14th June, 1883.

This Award was acted upon to the year 1890, when the Board of Trade appointed as Arbitrators, Mr. George Posnett, Mr. Singleton Goodwin, the County Surveyor of the Northern Division of the County of Kerry, and Mr. Henry Webster, the County Surveyor of the Southern Division of that County, who, after a public sitting at Tralee, of which due notice was published, made their award, dated the 15th April, 1890, fixing the relative proportions in which the several Baronies and portion of Barony should pay the said dividend as follows:—Magonihy, ten-thirtieths; Iveragh, nine-thirtieths; Corkaguiny, two-thirtieths; Trughenackmy, six-thirtieths, and the portion of the Barony of Dunkerron North, three-thirtieths. This Award was also allowed by the Board of Trade by endorsement of their Secretary thereon, and is still in force.

The Clerk of the Killarney Urban District Council, as representing the Barony of Magonihy, which is situate within that district, by letter of 7th November, 1899, to the Secretary of the Great Southern Company (see copy enclosed), requested that that Company should apply to the Board of Trade to appoint Arbitrators to assess and determine the relative proportions in which the guarantee should be payable by the different Baronies under the Act of 1880, and this letter having been referred to the Solicitors for that Company, I enclose a copy of their letter of 23rd December, 1899, to the Secretary of the Company advising the course which, in their opinion, should be adopted, and acting on the direction of his Board, the Secretary of the Company, on the 15th January, 1900, communicated with the Secretary of the County Council of the County Kerry in accordance therewith, and not having received any reply thereto the Company assumed that the County Council, as representing the major part of the Guaranteeing Area, did not acquiesce in the application of the Urban District Council of Killarney, and no further steps were taken with reference to it.

I understand from the Secretary of the Company that no further application has since been received by him from the Urban District Council of Killarney, or by any other body or person, to have the matter again referred to the Board of Trade or to have the existing award varied.

Yours very truly,

(Signed), CROKER BARRINGTON.

Joseph Tatlow, Esq.,
Railway Clearing House,
5, Kildare-street,
Dublin.

VII.

Urban District Council Office,
Killarney, *7th November*, 1899.

F. B. Ormsby, Esq.,
Secretary,
Great Southern and Western
Railway, Ireland.

Farranfore and Killorglin Railway Act, 1880.

DEAR SIR,—I am directed by the Killarney Urban District Council to ask your Directors to request the Board of Trade to appoint Arbitrators to assess and determine the relative proportions in which the Guarantee is payable by the different Baronies under the above Act.

In making the request the Council beg to point out that since the last Arbitration (1890) there have been considerable alterations in the Time-Tables, and so the Barony of Truckenackmy now derives considerable more benefit from the line than that of Magonihy, in which Killarney Urban District is situate.

Yours very truly,

(Signed), M. HEALY,
Clerk of the Council.

VIII.

Great Southern and Western Railway,
Solicitors' Office,
10, Ely-place, Dublin,
December 23*rd*, 1899.

Killorglin Railway Baronial Guarantee.

DEAR SIR,—Referring to your letter of the 8th ulto. enclosing letter to you of 7th from the Clerk of the Killarney Urban District Council. (as representing the Barony of Magonihy) requesting the Company to apply to the Board of Trade to appoint Arbitrators to assess and determine the relative proportions in which the Guarantee is payable by the different Baronies under the Killorglin Railway Acts, we beg to state that the existing rate of distribution of the amounts payable by the different Baronies liable to the Guarantee was ascertained by the Award dated 15th April, 1890, of George Posnett and by Singleton Goodwin and Henry Webster, the County Surveyors for the County of Kerry, the Arbitrators appointed for that purpose by the Board of Trade under the provisions of the 26th Section of the Killorglin Railway Act, 1880, and having regard to the lapse of time and to the considerations as provided by that section which should govern the Arbitrators in determining the relative proportions in which the Guarantee should be borne by the different Baronies, we do not think it unreasonable that the Company should accede to the request of the Killarney Urban District Council that application should be made by the Company to the Board of Trade for the appointment of new Arbitrators for the purposes above-mentioned. We think, however, that the Company should forward a copy of the application of Mr. Healy, Clerk of the Killarney Urban Council, to the Clerk of the County Council of the County of Kerry stating that they intended to apply to the Board of Trade as requested, and await their reply.

We return Mr. Healy's letter.

Yours very truly,

(Signed), BARRINGTON & SON.

F. B. Ormsby, Esq.,
Secretary.

APPENDIX No. 20.

STATEMENT, *re* County Leitrim Coal Field, dated 30th January, 1908, furnished by CAPTAIN H. MACTERNAN, D.L., Heapstown, Boyle, County Roscommon.

COUNTY LEITRIM COAL FIELD.

The first mountain I would refer to is Slieve-an-erin (The Iron Mountain). It is the most southerly of the Leitrim mountains; is over to the north of Lough Allen, and contains 2,000 acres. It is about 2½ miles from Drumshambo, at which there is a station of the Leitrim and Cavan Light Railway.

The other mountain is Glackaun. It is about 3½ miles up the Arigna Valley and then runs about 4 miles towards the North-West. It is at the other side of the Valley from what are called the Company's pit, and Loden's and Cullen's pits, which are on the south of the Arigna River. Those pits have a fairly good road to the depot at the Arigna station, but there is no road on which a load could be brought to the station on my side of the river. I have seen very fine coal dug out with "loys" from the side of this mountain.

There is a proposed railway to Sligo, from the present Arigna station, being pushed very strongly by certain parties at present. Mr. Long, late Chief Secretary, pointed out a line 3½ or 4 miles long on the bank of the river up the Arigna Valley, which would enable owners at both sides to get their coal to market. The engineer of the present proposed line promised me this was part of their scheme and would be made. I afterwards saw they left it out of their Bill. I then found they had got options of large tracts of coal-bearing lands, and that the company intend to work the coal and iron ore extensively, and that they intend to make this Valley branch line with their private money. I am very apprehensive about this, as if another owner would, with his coal, be in competition with them they would not, I am sure, allow him to make use of their private-made line. They would hold the key of the Valley. I hear they are going to ask for Government aid. I hope they won't get it, as they are not acting fair, and I believe they are going to ask for a County guarantee. The last guarantee given for the Leitrim and Cavan line made paupers of many poor farmers. It rose to 1*s.* 8*d.* in the pound, an enormous tax I need hardly say.

I thought the only way the proposed line would pay would be by large carriage of coal from the Valley. I don't think the ordinary traffic can pay. I give the towns from the start to Sligo:—

Keadue,	under 200	inhabitants.
Ballyfarnon,	about 300	,,
Riverstown,	about 250	,,
Collooney,	about 500	,,
Ballisodare,	about 200	,,

all miserable towns but Ballyfarnon, which has a good fair, and Collooney, where there are corn and woollen mills.

We burn the Arigna coal here, and it is very fair indeed. We get it from a pit at the other side of the Arigna River, from my lands at Glackaun.

As to the intention of the proposed railway company to become extensive colliers, there is no doubt about it, as the engineer of the line told me so. I am sure that if the short line proposed by Mr. Long were made up the Valley and on the perfectly level bank of the river, coal owners at both sides would run their stuff down to the line and get it taken away to market.

The engineer made me a very *generous* offer for an option of my lands—3*d.* per ton. They mean to make a fortune by having the use of their private line, which nobody else can use.

(Signed), HUGH MACTERNAN.

APPENDIX No. 21.

EXPLANATION furnished by Mr. ALIC. J. P. WISE, Cappoquin, relative to matters referred to during his examination on the 4th January, 1907.

Belleville Park,

Cappoquin, Co. Waterford,

February 8th, 1908.

SIR,—There is one of my answers (in examination before the Viceregal Commission) which I would wish to correct, No. 5984. If the railways were taken over on a basis of 25 years' purchase of their net profits and the money raised in an Imperial guarantee of 3 per cent. the margin would be 1 per cent. in the Capital sum of £40,000,000, or £400,000. If an Irish Authority raised the money at 3½ per cent., one-half per cent., or £200,000.

I beg also to point out that as regards the Great Southern and Western Railway the 25 years' purchase would produce a sum by no means inadequate to meet the present values of the several stocks in the Dublin market.

G. S. & W. Ordinary Stock	86¼	ann. div.
Preference 4%	104	,,
Guaranteed	108½	,,
Debenture	111½	ex. div.

I am,

Yours faithfully,

(Signed), ALIC. J. P. WISE.

Secretary,
Viceregal Commission.

APPENDIX No. 22.

STATEMENTS as to excessive rates for Eggs, etc., transmitted by Messrs. JOSEPH MINCHIN & SONS, Clonmel, on the 14th January, and 21st February, 1908, and explanations in connection therewith, subsequently furnished by the traffic Manager of the Great Southern and Western Railway.

I.

STATEMENT of 14th JANUARY, 1908.

"On 1st April, 1907, we wrote the G. S. & W. Rly. Co., as per copy enclosed, asking them to reduce rates for eggs between Clonmel and Newport and Cahir and Newport, and pointing out that the rate to Bristol from either Clonmel or Cahir, which entails a much longer journey, was, and still is, lower than Newport. We also wrote the Great Western Railway a similar letter. The Great Western Co. wrote us on the 16th April, 1907, quoting us a rate of 30*s.* 10*d.* from Clonmel, and 33*s.* 4*d.* from Cahir, both at Owner's risk. The Great Southern and Western Company, however, would not agree to the rate of 30*s.* 10*d.* per ton from Clonmel, and finally on 3rd June, 1907, they gave us a rate of 31*s.* 8*d.* from Clonmel, O.R., carted. You will see by copy of their letter, 3rd June, which we attach, that they gave this cartage as an excuse for rate being so high over the Bristol rate. On receipt of this letter we wrote to the Great Western people at Newport, asking their rate for cartage on eggs to any part of Newport. They replied on 8th June saying their charge for cartage was 1*s.* 6*d.* per ton to any part of that city. We then wrote Mr. Neale on the 14th June, 1907 (as per copy enclosed), asking him to quote us a station to station rate, and we enclose you copy of his reply dated 17th June, 1907, which speaks for itself. To put the matter plainly, it simply means one cannot get suitable through rates to any part of England unless there are competitive routes thereto. We shall feel obliged if you can help us in this matter, as we resent paying 6*s.* 8*d.* more per ton for a much shorter journey."

(*Copies of Enclosures.*)

(*a*).

JOSEPH MINCHIN & SONS,

33 & 34, Gladstone-street and 3, Old Quay, Clonmel,
1*st April*, 1907.

E. A. Neale, Esq.,
Kingsbridge,
Dublin.

DEAR SIR,—We shall feel obliged if you can see your way to reduce rate for eggs between Clonmel and Newport. The present rate of 36*s.* 8*d.*, C.R., is altogether too high and we cannot ship there regularly in consequence. We might mention that we can book through to Bristol for 25*s.*, O.R., and get the stuff back again into Newport for 10*s.* per ton, which would be a saving of 1*s.* 8*d.* per ton on the through rate. We want to be placed on an equal footing with Cork shippers, who have a rate of 25*s.* per ton, O.R., per the Great Western Railway *via* Fishguard, and as the latter company carry eggs at 8 st. each case as against the 1 cwt. 0 qrs. 14 lbs. charged by your people here, you will see they can beat us hopelessly as regards prices. The present rate from Cahir to Newport is 40*s.* per ton, C.R., as against 33*s.* 4*d.*, O.R., from Tipperary, and as we ship from Cahir also we shall be glad if you will give us a reduction in this rate also.

As the season is now at its height we shall feel obliged for an early reply.

Yours truly,
(Signed), J. MINCHIN & SONS,
per J. M.

(*b*).

GREAT SOUTHERN AND WESTERN RAILWAY,
Traffic Manager's Office,
Dublin, 3*rd June*, 1907.

R.E.M. 102917.

DEAR SIRS,—Replying to your letter of 1st instant, I beg to say a rate of 31*s.* 8*d.* per ton, carted, has now been issued between Clonmel and Newport (Mon) *via* Rosslare or Waterford and Fishguard for eggs in boxes, cases or crates, at Owner's risk.

I may add that the rate of 25*s.* in operation with Bristol is a station to station figure.

Yours truly,
(Signed), E. A. NEALE,
per E. W.

Messrs. J. Minchin & Sons,
Clonmel.

(*c*).

JOSEPH MINCHIN & SONS,

33 & 34, Gladstone-street and 3, Old Quay, Clonmel,
14*th June*, 1907.

E. A. Neale, Esq.,
Kingsbridge,
Dublin.

DEAR SIR,—Yours of 3rd instant (R.E.M. 102917) is before us and we note contents. We have been in communication with the Great Western Railway Company since receipt of yours, and they inform us that their rate for cartage on eggs in Newport is 1*s.* 6*d.* per ton. In the face of this your company charge us 6*s.* 8*d.* per ton for cartage. We shall feel obliged if you will quote us a station to station rate, as we are not satisfied to pay 6*s.* 8*d.* per ton more to Newport than to Bristol. It does not encourage us to give you competitive traffic.

Yours truly,
(Signed), J. MINCHIN & SONS,
per J. M.

(*d*).

GREAT SOUTHERN AND WESTERN RAILWAY,
Traffic Manager's Office,
Kingsbridge,
17*th June*, 1907.

R.E.M. 102917.

DEAR SIRS,—With reference to your letter of 14th instant, I beg to inform you that owing to competition the through rates with Bristol are exceptionally low and we could not apply the same figures to other stations in the district which are differently situated.

Yours truly,
(Signed), E. A. NEALE,
per E. W.

Messrs. J. Minchin & Sons,
Clonmel.

II.

The Manager of the Great Southern and Western Railway having been communicated with by the Viceregal Commission as to the above, wrote on 28th January, 1908, that the rates for eggs in boxes, cases, crates, at Owner's risk, with Newport (Mon) were:—

Clonmel, 31*s.* 8*d.* per ton carted } *via* Rosslare
Cahir, 33*s.* 4*d.* do. do. } and Fishguard.

and that he had had the rates carefully gone into and considered them reasonable. Messrs. Minchin & Sons were informed and subsequently furnished the following supplementary statement on 21st February, 1908:—

"We note the Railway Company's reduction, but the grievance still remains. They charge:—

Clonmel to Newport, 31*s.* 8*d.* carted.
Cahir do. 33*s.* 4*d.* do

whereas they charge—

Clonmel to Bristol, 25*s.*
Cahir to Bristol, 30*s.*

with 1*s.* 6*d.* cartage added, and all going through Newport, and much longer mileage. Their reason is given (see ours of 1st April, 1907, to Mr. Neale and his of 14/6/07, copies of which we sent you), being that there was a competitive route to Bristol, whereas there is none to Newport. We do not see the Railway Company's letter to you alters the facts as already put before you. We could point out many more anomalies in the rates of the G. S. & W. R. Co. which tell against the development of Irish trade. For instance:—

Butter, Clonmel to Merthyr-Tydvil, O.R., is 32*s.* 6*d.*
Eggs, do., do., do., 35*s.* 4*d.*

The former being three and a half times the value of the latter. As regards eggs, in this case, too, the mileage is shorter than to Bristol, but there is no competitive route. Hence the exorbitant rate, and we have to sell eggs 1*d.* to 3*d.* per hundred less than Cork shippers for this reason. Again, the rate for Butter, Clonmel to Liverpool, is only 13*s.* per ton as against 25*s.* for eggs, the latter being about one-third the value of the former. In some cases local rates are cheaper than through. For instance, dead poultry, Clonmel to London—through rate, 85*s.* per ton; Clonmel to Waterford, 15*s.* per ton, and Waterford to London, 60*s.* per ton—equals 75*s.* as against 85*s.* through rate. Clonmel to Nottingham, through rate, 87*s.* 6*d.* per ton, Clonmel to Manchester, 55*s.* per ton, Manchester to Nottingham, 21*s.* 3*d.*—equals 76*s.* 3*d.* per ton.

We could point out many such anomalies, and regret we did not send up our Mr. Minchin, junior, to give evidence before the Commission.

III.

A copy of the supplementary statement was furnished to the Manager of the Great Southern and Western Railway, whose reply is subjoined:—

GREAT SOUTHERN AND WESTERN RAILWAY,
Traffic Manager's Office,
Dublin, 4*th April*, 1908.

R.E.M. 102917.

DEAR SIR,—With further reference to your letter of the 22nd February (414-08), I beg to inform you that an exceptional rate of 68*s.* 4*d.* per ton, carted, has now been arranged for Fresh Meat and Dead Poultry between Clonmel and Nottingham *via* Dublin and *via* Waterford and Liverpool or Fishguard.

Yours truly,
(Signed), E. A. NEALE,
per J. H.

Geo. E. Shanahan, Esq.,
Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

. . . . . .

The Commission communicated the above to Messrs. Minchin & Son, who replied as under:—

IV.

JOSEPH MINCHIN & SONS,
33 & 34, Gladstone-street and 3, Old Quay, Clonmel
14*th April*, 1908.

G. E. Shanahan, Esq.,
13, St. Stephen's Green,
Dublin.

DEAR SIR,—Replying to your favours of 25th ulto. and 6th inst., we still maintain that all the rates we quoted you are excessive and are out of all proportion to the commercial value of the article carried. We shall be glad if you will add the particulars furnished you on 21/2/08 to our statement of 14th January. We note the reduction in the Newport rate and would never have been able to obtain same without your assistance. Doubtless the G. S. & W. R. Co. considered the old rate of 87*s.* 6*d.* very reasonable also.

Yours truly,
(Signed), J. MINCHIN & SONS.

APPENDIX No. 23.

STATEMENT as to the effect of Irish Railway Rates on the Willow Industry transmitted by Messrs. M. P. RIORDAN & Co., Limerick, and explanations in connection therewith, subsequently furnished by the Traffic Manager of the Great Southern and Western Railway.

I.

M. P. RIORDAN & Co.,
General Agents
and
Commission Merchants.
8, Cecil-street,
Limerick,
2/3/08.

The Secretary,
Viceregal Commission on Railways,
Dublin.

DEAR SIR,—We now enclose report on the effect of railway rates on the Irish willow industry for the consideration of your Commission.

In case they see fit to include same in the Appendix to the Third Report we trust you will be able to send us a copy or inform us where one can be obtained.

Yours truly,
M. P. RIORDAN & Co.,
Per M. P. Riordan.

In submitting this brief report on the effects of present railway rates on the Irish willow industry we desire to make it clear that we have no wish to indulge in any unreasonable complaints against the railway companies.

During our connection with this industry we have found the railway companies always anxious to oblige us in any way they could, but the excessive rates were always there, a barrier, which even the courtesy or good intentions of officials could not avail against.

The willow industry is in a peculiar condition. Every year vast quantities of whitened willows are imported into Great Britain from the Continent, yet Ireland is by nature peculiarly fitted to be such an extensive willow-producing country that it should be able to supply at least the major portion of the entire amount now being imported.

The advantages of nature are, however, almost nullified by the disadvantages of transit.

Willows, when in a green wet state are very heavy, and the freight for bringing them when in that condition from groves to our works in Limerick is such a drag as to make it almost profitless to try and develop the business.

To illustrate this, we may instance the fact that to

bring the green rods from a grove about 10 miles from Limerick, and very near a country railway station, we found it cheaper to get the crop carted to Limerick by road.

Regarding the export side of the industry, we have found that the cost of getting the peeled manufactured rods into the English and Scotch markets is so great as to make it well nigh impossible to compete with the foreigner.

We will not labour the matter by quoting a mass of figures in order to try and prove what we say, because from experience we know that we are stating absolute facts, but by way of illustration we will say here, that to ship peeled willows to Birmingham costs 60*s.* per ton, or if sent by as much sea as possible, 42*s.* per ton; to land willows into the same market from the Continent the highest cost is only 32*s.* 6*d.* per ton, which shows how much we are handicapped.

Willow groves are frequently near railway stations, from which, as a rule, no traffic originates. It should pay the railway companies to try and foster new business from such places by giving extra low rates for carrying the raw material which grows in their vicinity, and by doing so the companies would create further traffic for themselves when the manufactured willows would be exported to the British markets.

The foregoing brief statement of facts will, we trust, prove that it is next to an impossibility in the fact of existing conditions to profitably develop in Ireland an extensive willow export industry.

The loss is the nation's, because this is a business which, with a little initial nursing, would in a few years give employment to hundreds, and divert into this country the large sums which British buyers are now constrained to send to Continental producers.

(Signed), M. P. Riordan & Co.

The substance of the above statement was communicated to the Traffic Manager of the Great Southern and Western Railway, who furnished the following explanations:—

II.

Great Southern and Western Railway,
Traffic Manager's Office,
Dublin,
March 16th, 1908.

T.M. 38149.

Sir,—With reference to your letter of the 4th instant (461-08) sending extract from a statement furnished by Messrs. M. P. Riordan & Co., Limerick, in regard to the rates for green willows with that place.

The only station we have been asked to quote rates to, so far as can be traced, is Birmingham, and a reduced figure, viz., 45*s.* per ton for osiers—brown or white—in 2-ton lots, at owner's risk, has been put into operation.

I have had the firm called on but the Principal was from home, and on his return I will have him seen again and particulars of what is required obtained, when the matter will have my attention.

I am, Sir,
Your obedient servant,
(Signed), E. A. Neale.

G. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways,
Dublin.

III.

Great Southern and Western Railway,
Traffic Manager's Office,
Dublin,
April 3rd, 1908.

T.M. 49159.

Sir,—Following my letter of the 16th ult. in reply to yours of the 4th idem (461-08).

We have since had Mr. Riordan seen as to his complaint that he was getting willows carted a distance of 10 miles as cheaply as our present rate of 4*s.* 9*d.* per ton. He has not previously complained of the rate or asked any reduction off that figure.

With regard to the cost of getting the manufactured rods into English and Scotch markets. We have had no application for rates to places other than Birmingham, with which we have arranged the reduced rate I have already quoted. It now appears that the condition of 2 tons attached to the rate is one that he is unable to comply with, and I will take up with the other interested companies and endeavour to get the reduced rate made applicable to any quantity.

Of course Mr. Riordan has the advantage of the direct steamer from Limerick to Liverpool and Glasgow, by which he forwards the traffic at very low rates.

I am, Sir,
Your obedient servant,
(Signed), E. A. Neale.

G. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways.

APPENDIX No. 24.

Statements transmitted by Mr. P. Whelan (representative of the Monaghan County Council), containing portions of the abstract of his evidence not dealt with during his examination, on the 13th March, 1908, and explanations in connection therewith, subsequently furnished by the General Manager of the Great Northern Railway (Ireland).

I.

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"The late Mr. M'Cann, M.P., stated that the railway rates on agricultural produce from Irish stations to the big towns were over an average of 2*d.* per ton per mile and this only for large lots, and that after the buyer at the local markets had deducted the high transit rates and other charges, the profit remaining to the small producer, after paying his rates and taxes, was often a negative quantity. I venture to say that in no corner of the German Empire could a community be throttled by the overgreed of a railroad corporation as the Irish dairy farmers are. In Mr. Cunningham's book, "Railway Nationalisation" (1906), it is stated the South African railways send fruit, butter, eggs and vegetables, 26 to 50 lbs., in packages, 150 miles or over for 2*s.* 8*d.* per cwt., as against 4*s.* on the Great Northern Railway."

* * * * * * * * * * *

"The present light railways seem to approach more nearly to the Australian development lines than to the light railways of Belgium and Holland, and in my opinion should be made broad gauge to enable wagons to run through without transhipment, after the Swedish system. Mr. C. P. Sandber, writing in *Engineering*, April 27th, 1894, said the 2,000 light lines in Sweden had cost £2,000 per mile, and were strong enough to carry trucks from the national lines

without break of gauge, but with separate light engines. Every transhipment thus saved is equal to a shortening of haulage by 20 miles, in the opinion of the best authorities. In South Africa recently (as reported in the daily papers) a scheme for the railway was rejected in favour of motor transit, on the ground that the initial cost for a railway would be £5,000 per mile, whereas the alterations necessary for motor traffic would only cost £500 per mile. It is reported that the directors of the Cavan and Letitrim Railway and the directors of the Arigna Coal and Iron Mines were favourably impressed with the Renard motor train, and that the latter company has purchased a train for conveying coal from the pits to the railway station. In future it would be well to consider the merits of such a train before spending money on a railway. It is claimed for it that it can be used on any road, and can be controlled as an ordinary motor car, no matter how many carriages may be attached, that it does not need a heavy traction engine, and so does not damage the roads any more than a single motor car. The expense of purchasing land for a track would also be saved.

The tendency in Great Britain and America seems to be to reduce the number of classes of passengers, and in the rest of Europe to maintain the present number; in Germany even to increase it to a fourth class. While the number of classes under the present system is unsatisfactory, they might, perhaps, pay under a reduced system of fares, as previously suggested.

The general effect of the prohibitive tariffs of the Irish railways is to reduce the traffic to a minimum, and the only remedy the directors appear to be able to suggest for this is to encourgae tourists to come into the country, thus substituting an artificial passenger business for the ordinary trade, which has been killed by extortion."

* * * * * * * * * * *

Whether a cheaper tribunal than the Railway Commission is created or not, matters little under the present system. Mr. Acworth's opinion, as expressed in "The Railways and the Trader," that "for a farmer or shopkeeper, with the assistance possibly of the local attorney, to undertake to fight trained railway experts, is only to court defeat," decides the point for me. Mr. Acworth further says, "For every shilling cut by an expeditious tribunal of a rate, it is easy for the railway company to withdraw two shillings' worth of facilities."

The Irish railways pay no passenger tax; the cost of construction is much less than in England, and the wages are smaller and the rents and taxes are much less (there are no cities here like London, Liverpool, Manchester, etc.), and it is thought the mileage taxation by the local authorities is less than in England. In 1904 23 millions odd invested in the Irish railways received between 3 and 4 per cent. dividend, and not 9 millions received more than 4 per cent. What then becomes of the excessive charges? Part, we know, goes as bounties to England.

* * * * * * * * * * *

Excessive Charges Wasted in Bounties to English Goods and Unnecessary Haulage.

Mr. E. A. Pratt, in his "Railways and their Rates," 1906 edition, says the cheaper Continental rate, as compared with the British rate, is caused by the greater length of haulage on the Continent, while Mr. Plews, in his letters to the Press, stated that the long haulage caused the higher rate in Ireland. Mr. Pratt is, I believe, accepted as an authority by the railway companies; therefore, the conclusion we are forced to is that the Irish high rate is partly wasted in unnecessary haulage by diverting traffic from its proper routes to thwart other companies and to force it past its natural port, etc.

Purchase of the Railways by the General Council of County Councils or some Similar Elected Body approved of by the Irish people.

These considerations led my Council to pass unanimously a resolution favouring the purchase and control of the Irish railways by the General Council of County Councils. This resolution was afterwards endorsed by the Derry County Council, and has since been adopted by the General Council itself, with the addition of the words, "or some similar authority elected by and responsible to the Irish people."

Comparison of Prussian System with Control by General Council of County Councils.

We felt that the main cause of the unsuitability of the present railway system to Ireland was that the responsible officials were following the British policy, while from cost of construction onwards the Continental policy seemed best for our circumstances.

In suggesting the General Council we had in mind the Prussian system of government "by an Imperial Railway Board with Provincial Railway Boards and District Councils." The Provincial Boards are bound to consult the District Councils on all important questions affecting the trade of the district, and especially on questions of tariffs. The District Councils may also originate proposals in regard to all railway matters that appear to them of importance for the welfare of their district. "Railway Nationalisation," by Clement Edwards, Esq., M.P.) Sir Bernard Samuelson, in his Report on Foreign Goods Rates to Chambers of Commerce, 1886, said that "railway managers, as well as traders, acknowledge that the District Consultative Councils are of great practical utility in the adjustment of tariffs, and, generally, in the prevention of friction." It will be seen that the General Council and the County Councils, locally, and the Urban District Councils, as consultative bodies, is very similar, indeed, to the Prussian system.

Effect of Purchase Under Act of 1844.

We believe that the railways could be purchased under the Act of 1844, for a little over forty millions, and that 20 per cent. reduction in goods and passengers' tariffs could be made during the first year's working as a unified system, while leaving a substantial sum as a nucleus of a sinking fund.

The pooling of the profits on the London and North Western and the Midland, and on the Great Northern (England), and the Great Central, and the proposed amalgamation of the latter two lines, removes the last argument against unification.

Terms of Act, 1844.

It has been stated that the Act of 1844 can only be enforced against lines paying 10 per cent. dividend. If this were so, it would be easy for any company, if it were so minded, "by watering its stocks," and other methods, to keep its dividends always below 10 per cent., but the Act says, "*Whatever may be the rate of divisible profits,* it shall be lawful for the Lords Commissioners, at any time after the expiration of twenty-one (21) years (1866), to acquire any railway upon giving three calendar months' notice in writing of their intention, and upon payment of a sum equal to twenty-five years' purchase of the annual divisible profits, estimated upon the average of the three then next preceding years." The company has a right, when the profits are less than 10 per cent., to require that it be left to arbitration in case of differences, to determine *what, if any, additional* amount of purchase money shall be paid to the said company, reference being had to the prospects thereof. Could anything be more clear? The lines specially exempted from compulsory purchase, as having been constructed prior to 1844, are in this country, the Dublin and Dregheda, 32 miles, the Belfast and Portadown (Ulster), 25 miles, and the Dublin and Kingstown, 7¾ miles. Those lines were also specially exempted from the powers of compulsory revision of rates under the Act, but they all have been since absorbed by amalgamation, and the amalgamation schemes have been under special railway Acts, every one of which has been made subject to the general Act of 1844. They have been held to be subject to the revision of rates by the Acts of Amalgamation, and, therefore, there is strong reason for believing this affects their purchase also. In any case they are a very small portion of the Irish railway mileage, and could easily be prevented from interfering with the general railway policy.

Father Meehan's proposal to give 3½ per cent. to first-class securities, presumably at their par value, 3½ per cent. on 90 per cent. of second-class securities, and 3 per cent. on 90 per cent. of third-class securities, seems reasonable enough, but it enables the companies

to get outside of the Act of 1844 if they do not agree, and it will be more satisfactory to everybody to keep within the purchase scheme of that Act.

Prospects of the Irish Railways.—Prospects of Irish Lines.

No railway in Ireland in modern times has paid a dividend of 10 per cent. The Dublin and Kingstown did pay 9 per cent. on ordinary stock some years ago, but had to discontinue it, and now only pays 7½ per cent. Mr. Crossley, of the Irish Railway Clearing House, says the future prospects of the Irish Railways are "drastic reduction of railway rates . . . . and reduced dividend on railway investments." These are the future prospects of the Irish lines.

Preference and Debenture Shares.

Preference and debenture shareholders already get preferential treatment in the matter of their dividends, and this is the only preferential treatment that can be be given them within the law. Mr. R. A. Atkins, J.P., Cork, says that "well secured ground rents, with large margins of security, which are quite as safe investments as *any railway securities*, seldom bring more than 25 years' purchase." The Act of 1844 makes no distinction in classes of railway stocks. Our contention, therefore, is that *all* Irish railway securities are subject to 25 years under the Act of 1884, the additional amount, if any, due to them being left to arbitration, having special regard to their future prospects. The only question then remaining being, what shall be given to the stock paying no dividend and to that invested in lines in course of construction. Those might be treated as paying 2 per cent. and 3 per cent., respectively.

Advantages of Unification under Irish Popular Control.

The men, machinery and plant would still be available. Officials would have more time and attention to devote to their duties, and better means of performing them if they were all working under one general management than under the present system. Parliamentary railway contests would cease, law suits between railway companies, such as that of the Great Southern and Western and the Dublin and South Eastern, would be no more. Traffic would not be forced in wrong directions. Facilities would be increased through rates and fares, and lower figures would prevail. There would be no clashing arrangements between rival companies at junction stations. Officials would cease to out-manœuvre one another, and would devote themselves each to the improvement of his own district, and thereby a rivalry of efficiency would take the place of perversity and hostility in working, and the cheap rates and fares of the Continent might be imitated here.

Objection to State Control.

State control or control of the Irish lines by the British Parliament would obviously lead to an extension of the system of "Preferential Bounties," and is therefore objected to as much as the increase of English railway influence here. We would rather maintain the present system with all its defects.

The British Treasury and the Railways.

By the provisions of the recent Land Purchase Act, the British Treasury has the security of the county rates for the payment of the interest on the Land Loan. It will have the same good security for a railway loan, together with the revenue of the railways. When Japan floats a loan in England she does not allow those who take up the loan to interfere with her internal affairs. The bondholders get their interest guaranteed, and the promise of the repayment of the capital in a given time, and they are satisfied.

Objection to British Treasury Influence.

We do not think the British Treasury should require anything more from us. We differ from those witnesses who thought the Treasury should have representation on the Irish Railway Authority. Firstly, for the above reason; secondly, because we know that it is our own money, *i.e.*, money raised from the over-taxation of this country, which is being re-lent to us; thirdly, because we do not think the British Treasury treats us fairly either in seizing the £30,000 annual revenue of the Crown lands, in the matter of the Equivalent Grants, or in the loan of £400,000 to build labourers' cottages in this country, at 3¼ per cent., or ¾ per cent. more than money is lent to England for the same purpose, or taking into account the "free grant," taxing us 13*s.* more in the £100 than England. These things are not of the 17th century. We have also Mr. Micks's views about the Drogheda jam industry, and we therefore cannot agree to Treasury interference in the management of the Irish lines.

Three Methods of Raising the Purchase Money.

We are agreeable to either of three courses:—First, that the Treasury make us a free grant of the amount of money necessary to purchase the lines, in part repayment of the over-taxation of Ireland; second, that the Treasury lend us the money on fair terms, say 2½ per cent., the rate at which they lend to England; third, failing any of the other two courses, that the Act of 1844 should be amended to read, "It shall be lawful for the General Council of County Councils (or some authority similarly elected by and responsible to the Irish people)" where the words "Lords Commissioners" now appear in the purchase clause, thus empowering us to raise the necessary money ourselves, without asking the Treasury for a single farthing. As Parliament must make provision for authorising the guarantee or levy of the purchase money before the expropriation can be effected, the change suggested in the Act of 1844, and other changes to give control to an Irish authority, can then be made.

Payment of Loan.

We think it essential that, whether by a sinking fund or any other method, provision should be made for extinguishing the loan within a reasonable time (say 30 to 40 years). If the best results are to be got out of the Irish railway system, we should like to see the present policy absolutely reversed and remodelled on the Continental system, giving preferential rates on our produce outwards and restricting the preferential rates inwards to those articles which do not compete unfairly with the Irish producer. This would give the English railways the benefit of the traffic over their lines they now get, without committing us to a policy of bankruptcy ourselves. To do this and remedy many other internal grievances the railways must become the absolute property of the people, free from all debt

Present State of Affairs: the Result of the Railway Policy rather than the Managers.

It is only fair to say, in conclusion, that in following the policy they did, Irish managers could hardly have effected much better results, and that some of them having been trained in England, the experience they acquired there, in a policy unsuited to the needs of this country, helped them to bring about the present state of affairs.

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I agree with Father's Meehan's memoranda, and would submit the following confirmatory points:—Directors—(1) At present all real direction is done by the managers, who fix the rates at the Traffic Managers' Conference. (2) Audit Accountant's Office, G.N.R., including auditors at £600, mentioned by Father Meehan, the accountant and 29 clerks receive £3,410. There are also two travelling auditors getting £210 each—£420. Total for auditing accounts, G.N.R. alone, £3,830. If the other three big lines are spending something similar, there should be room for a considerable saving under unification; two cashier's offices, one at Dublin, chief cashier and three assistants, £1,220; Belfast cashier and two assistants, £400; total, £1,620. The cashier's offices might well be amalgamated on this line, and with the general unification saving should result under all these heads. The chief locomotive engineer, G.N.R., receives £650. It is thought the G.S. and W. engineer receives much

more, and in any case only one would be needed under amalgamation. The general manager and seven clerks, G.N.R., receive £2,620, the manager alone £1,800, the goods manager alone £750; nineteen clerks, goods manager's office, Belfast, £1,555; the superintendent of the line £500, and his seventeen clerks £1,510; the superintendent at Omagh and his staff £895; the superintendent at Belfast and his staff £430; the chief engineer receives £1,700; the plant superintendent or rolling stock superintendent £230. And going back to general charges for a moment, the secretary gets £1,000 and his four assistants, £645. All the above are positions which are duplicated by other systems and where a saving could result by unification. I think the Clearing House could be abolished altogether, the only need for it would be to adjust for the English lines, and the English Railway Clearing House could do that. Three canvassers on the G.N.R. receive each £145—£435, and sums are also probably paid elsewhere for such work. All this could be saved similarly for other lines. The law officers of the big companies probably receive £1,000 each per annum. One legal adviser would suffice. On the Great Southern and Western Railway there is a traffic manager in addition to the goods and general managers. The whole system should be managed by a traffic, a finance, and a works department. The Prussian railways are so managed. Three or four commissioners would take the place of the directors, secretaries, chief engineers, and managers. The numerous traffic superintendents might be reduced to four—one for each province—if these are found to be necessary.

Great Northern Railway:—

Soap for Lavatories.—Now purchased from Vinolia Co. London. Why not from an Irish house?

Carriage Window Blinds.—Now purchased from W. S. Laycock, Sheffield. Why not in Ireland?

Platform Luggage Barrows.—Now purchased and made in England. Why not these at home here?

Clothing for Staff.—The uniform for all the staff are now made in Bristol. Why not in Ireland?

Lavatory Accommodation.—A great grievance on the north-west section. No lavatory accommodation for third-class passengers, although Mr. Jordan, M.P., called attention to it in the House of Parliament in 1904.

Preference to Ports and Towns.—Belfast is subsidised at the expense of Dublin. On Easter Monday and other holidays, when cheap tickets are given at very low rates to Belfast whilst such are not given to Dublin; also, at page 90 of the G.N.R. public time table, cheap weekly tickets to Derry and Belfast are allowed, while Dublin is not accorded such. This induces the people to go to Belfast and Derry for their necessaries and not to Dublin. Live stock is carried from Strabane to Belfast in passenger train wagons by passenger trains at ordinary goods train rates, but cattle similarly consigned to Dublin are made to wait for the ordinary slow goods train service.

Dead pigs are carried in hampers from Cavan to North Wall, Dublin, for shipment by L. & N W. R. Co. by the 6.30 am. train from Cavan and the 6.40 a.m. train from Enniskillen, both passenger trains at goods train rates, to keep them from the M.G.W.R., and canvassing for this traffic has to be paid for.

Mr. Goulding admitted that engines could be made cheaper in Ireland than they could be imported; we may take it that this is so of carriages and wagons, therefore there would be a saving in works as well as other supplies. A large amount of telegraphing, caused by hauling traffic out of its course, and by want of conveyance amongst other things, could be saved. In offices that could be closed there would be a saving in rent, taxes, light, and repairs. Demurrage charges and the necessary checking of them would be eliminated, as traffic would settle into its normal groove. The general amount of traffic between ports and inland towns and from point to point could be estimated and arranged for, and it would not be necessary to run empty wagons on trains to avoid demurrage charges. Therefore, the train load could be better arranged, traffic would go by the shortest route, the amount of supplies obtained by towns and inland villages from the cities could also be found out and arranged for. Building materials can be obtained as cheaply and of better quality (as far as stone is concerned) in this country than abroad, and more employment could be given by keeping the work and contracts, as far as possible, in this country.

Local Industries Affected.

The present rate for butter from Newbliss to Limerick is 31*s.* 6*d.* per ton, station to station. In Belgium butter is carried over the lines at a rate of a trifle over ½*d.* per ton per mile. In Ireland, on the Great Northern system, the rate is about 2 14-25*d.* per mile. In County Monaghan large tracts of land in the interior of the county are very much in need of lime. The representatives of some five or six parishes seriously affected, applied to the Great Northern Railway Company for facilities to have lime conveyed from stations near the kilns to stations near the affected area. The railway company offered to reduce the existing rate per ton, I believe, in some instances from 1*s.* 8*d.* to 1*s.* per ton. This seemed pretty reasonable, but the railway company added a condition ensuring that the farmers, in order to secure this rate, would have to have carried over this particular line 370 tons inside the year, and also that wagons would be emptied on arrival. The company had not conveyed more than from six to ten tons annually on the same line previously, and as they refused to give either suitable covered wagons or sheds in face of the danger to the lime by rainfall, the people could not accept.

Mr. Whelan's Statement was transmitted to the General Manager of the Great Northern Railway (Ireland), who furnished the subjoined explanatory memorandum:—

II.

Great Northern Railway Co. (Ireland),
General Manager's Office,

Dublin, 2*nd July*, 1908.

Sir,

With reference to your letter of the 25th ultimo, addressed to Mr. Tatlow, in which you enclosed portions of Mr. Whelan's abstract of evidence, said not to have been dealt with during his examination, I beg to say the majority of the subjects mentioned in this memorandum were dealt with by Mr. Whelan in his examination by the Commissioners on the 13th March last; my company's observations thereon are embraced in my proof, and I do not propose to deal with these matters in duplicate.

As regards the further abstracts which are proposed to be printed in the Appendix to the Fourth Report, and which have apparently been prepared since Mr. Whelan gave his evidence, I beg to observe:—

1. That the statement as to fruit, butter, eggs, and vegetables, 26 to 50 lbs. in weight, being carried 150 miles, or over it, on the South African railways at a rate of 2*s.* 8*d.* per cwt., as against 4*s.* on the Great Northern Railway, is incorrect, as the rate on my company's system is 2*s.* 6*d.* per cwt.—less than the alleged charge in South Africa.

2. As regards Mr. Whelan's remarks under the head of "Extensive charges wasted in bounties to English goods and unnecessary haulage," in which I am alleged to have stated that the long haulage caused the high rate in Ireland, there must be some misapprehension in this. I have never made any such statement, as I know quite well that in making rates the mileage rate decreases as the distance increases.

3. As regards that portion of the memorandum in which Mr. Whelan attempts to give the salaries paid to various officers of the company, the figures he gives are incorrect, but in any case I do not propose making any comment upon them, as I propose giving evidence before the Commissioners upon the question of unification of railways.

4. As to Mr. Whelan's complaint that the Company purchase their soap from the Vinolia Company in London, the company deal with these

matters by inviting tenders and accepting the lowest price (other circumstances being satisfactory) in accordance with the usual business principles, and the same remark applies to the clothing of the staff; and as respects platform luggage barrows, I may say that these are not purchased from English firms, but are made on the Company's premises.

5. There is no truth in Mr. Whelan's statement that the Company give an advantage to one port over another. The accommodation provided, and the facilities given, are alike under corresponding circumstances, and are carried out in such a way as to best suit the local public requirements.

6. Mr. Whelan endeavours to show that the Irish railway rates injuriously affect local industries, and gives a figure as a rate for butter from Newbliss to Limerick. Naturally there is no traffic (the Limerick district producing one thousand times more butter than Newbliss), as it would be like carrying coals to Newcastle, but as I have fully shown in my evidence, the rates for butter, both locally and to the English and Scotch markets—which is an important question—are very reasonable, and do not militate against the butter finding a market in England and Scotland.

7. As to Mr. Whelan's remarks with regard to the supply of lime to certain places in the County Monaghan, I will deal with this by way of evidence before the Commission, but I may here say that the Department of Agriculture approached the company, stating that they had received a guarantee from the farmers interested that they would purchase 470 tons of this lime in the year, as a minimum, and would provide sheds for its storage, provided the company would give low rates. To this the company agreed. The sheds, however, were not provided, either by the farmer or by the Department of Agriculture; nevertheless the company applied the reduced rates for twelve months, as a trial, without the sheds, which were never constructed, and only 292 tons of lime were carried in the twelve months.

I am, Sir,

Your obedient servant,

(Signed) HENRY PLEWS,
General Manager

G. E. Shanahan, Esq., Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's-green, N., Dublin.

The following supplemental statement was furnished by Mr. Whelan:—

III.

With reference to questions put to me in my evidence before the Commissioners, starting from Question 43466, I would like to say that since my return I have seen some of the cattle wagons run in goods trains and, although the buffers are all spring buffers, the yield in the older wagons is so slight that a sudden stop must cause the wagons to rebound. In the passenger train cattle wagons and in the few newer goods train cattle wagons the springs are altogether different. If the cattle wagons used in goods trains were fitted with the vacuum brake and attached directly to the engine in front of the train this rebounding could not occur.

The rate for butter on the Great Northern Railway, 86 miles, is 18*s.* per ton, or $2\frac{2}{3}d.$ per ton per mile. I regret I cannot trace the original station in my notes, but this is on the authority of "Rates for the Conveyance of Agricultural, Farm, and Dairy Prdouce" issued from Amien's-street Station, Dublin, Great Northern Railway, 1st July, 1904.

The Belgian rates for 80 miles for oats, straw (in bales) and potatoes, third-class per ton (1,000 kilogrammes—128 kilometres)=6 francs 78 centimes=5*s.* $5\frac{1}{4}d.$ and for turnips and hay, fourth class (1,000 kilogrammes—128 kilometres) 4 francs 78 centimes=3*s.* 10*d.*, about.

1,000 kilogrammes equals roughly 1 ton.
128 kilometres ,, 80 miles

I consider it only justice to send you those few explanatory facts, and trust you will succeed in having them placed before the Commission.

IV.

The above statement was communicated to the General Manager of the Great Northern Railway (Ireland), who forwarded an explanation to the effect that as regards wagon buffers his company use the ordinary and usual class of spring buffers on all their wagons. Colonel Plews also intimated that he proposed to deal, in the course of his evidence, with the comparisons of foreign and Irish railway rates.

APPENDIX No. 25.

ABSTRACT of EVIDENCE, furnished by Mr. M. P. O'BRIEN, J.P., Chairman, Edenderry Town Commissioners (since deceased), on 14th March, 1908.

(Mr. O'Brien was not summoned for examination).

I am Chairman of, and represent the Edenderry Town Commissioners. I am in favour of the State buying out the railways, but consider they should be under popular control, in other words they should be controlled by a Committee, consisting of a representative appointed by each County Council in Ireland.

There is no reason why County Councils could not control the railways the same as they do the roads.

The general body of representatives should elect a Working Committee from their numbers, of say—eight members, to be augumented by the Government appointing two representatives, and say, one or two railway experts, the latter to be elected and paid by the Committee so formed

My only reason for objecting to entire State control is that there is too much red tape about all Government appointments, and as a rule, Government officials are not by any means civil to the public. The general body of Government officials in Ireland in any case, do not appear to look upon themselves as public servants at all.

It is very hard to get satisfactory settlement of claims from the railway companies, but it is more so from that excellently worked institution the Post Office, but fortunately the post offices are much more efficient in the discharge of their duties, and there are fewer mistakes or claims to be made against them. So a mixture of Government efficiency blended with a little everyday civility and business discretion should work well.

We are situate on a branch line in Edenderry, and the railway service is very bad. We have two morning trains between Dublin and Edenderry starting before 9.30 o'clock, but we have only one afternoon train leaving Edenderry in the evening at 3 15, and

we have only one afternoon train from Dublin which leaves there at 4.15; and although Edenderry is only thirty-seven and a half miles from Dublin it means that a business man when he goes there (to Dublin), has got to lose his whole day before he can get back again. No doubt there is a train about mid-day which leaves Edenderry at 11.30, and when it keeps time (which is seldom) it reaches Dublin at 3.20, this works out at about eight miles an hour, and it is unnecessary to say that this is not a satisfactory mid-day service.

It may be, and probably is the case, that this branch line does not pay so far as passenger traffic is concerned, but I am sure it pays very well as regards goods traffic.

It is hard to expect the Directors of the Midland Line to run trains that do not pay, and I think that is an argument in favour of State control, because when the railways would be all amalgamated and run with the object of making a common profit, branch lines like this would not be starved as regards accommodation, but would be run as a component part of the whole, and get the same accommodation and facilities as main lines, and not be treated merely as local service.

I imagine that would be one of the benefits of State control, that the whole systems would be pooled, and all districts get equitable service.

With regard to goods traffic on this line, Edenderry is not so badly off as other places on the Midland Line, as we have a good canal service, but so far as rates are concerned the advantages of the canal service is minimised by the fact that an agreement exists between the railway company and the canal company, which, amongst other things, prevents cutting of rates, so that we have not the advantages that we should have from competition.

We have a peat works, and timber industry at Edenderry, which have developed very rapidly within the last few years, and employ a large number of hands, but both owners complain that they are hampered by rates, and they believe they could get better rates out of the canal company if it were not for their agreement with the railway company. It is excessive rates that is killing all young Irish industries.

There has been a general complaint all over the Midland system of the inferior third-class carriages, and of the excessive charges for first and second-class tickets. There are many respectable ladies who cannot afford to travel second-class, especially on long distances, and who, when they travel third, buy a newspaper to place under them on the seat.

I think a witness in the earlier stages of this Commission compared third-class carriages to perambulating hearses. I would not like to do so, because hearses, as a rule, are kept scrupulously clean, which is more than can be said for any of the carriages on the Midland Line.

Before finishing with the Midland Railway Company I wish to say that they are to a certain extent to be excused for their shortcomings, inasmuch as they labour under many disadvantages, and are trading through a very poor district.

I do not purport to give any evidence as to figures, as all this has been fully gone into before by other witnesses, that, I think, would be superfluous on my part to do so.

Speaking of railways generally in Ireland, I consider that under State control, worked on the lines I suggested. they would have a great many progressive business Irishmen on the Central or Working Committee, and that they would bring their business knowledge to bear on their work, and would take the place of the present Directors, who on railway Boards are composed of "Guinea Pigs" rather than business men, and who only have a pocket qualification and not a brain qualification.

The managers under this new Committee would in all likelihood be Irishmen, who understand Irish requirements, and have a knowledge of Irish methods of doing business, and a sympathy with the industrial developments of the country, none of which qualifications most of the present managers have, being mostly Englishmen or Scotchmen who have no sympathy with, or knowledge of the country or its requirements, and don't understand it.

(Signed) M. P. O'BRIEN.

7th March, 1908.

APPENDIX No. 26.

LETTER from the Town Clerk, Gorey, County Wexford, regarding through rates between the principal stations on the Dublin and South Eastern and Great Western Railways; and correspondence thereon between the Commission and the General Managers of the Dublin and South Eastern and Great Southern and Western Railways.

I.

Town Commissioners' Office,
Gorey,

16*th March*, 1908.

SIR,—I am directed by my Commissioners to inform you that they are unanimously in favour of "Through Rates" between principal stations on the Dublin and South Eastern and the Great Western system. Of course this town included as a principal station.

Your obedient servant,

(Signed), DENIS MURPHY,
Town Clerk.

The Secretary,
Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

II.

A copy of this Resolution was forwarded to the General Managers of the Great Southern and Western and Dublin and South Eastern Railways, and the following explanation was subsequently furnished by the latter:—

DUBLIN AND SOUTH EASTERN RAILWAY,
General Manager's Office,
Westland Row Station,
Dublin,

24*th March*, 1908.

R 6987.

DEAR SIR,—Referring to your letter (512-08) of 20th instant, respecting an intimation received by the Viceregal Commission from the Gorey Town Commissioners, I beg to say that through rates have already been put into operation between the principal stations on this Company's railway, including Gorey, and stations on the Great Western system *via* Rosslare.

Yours faithfully,

(Signed), A. G. REID,
Per G. M.

G. E. Shanahan, Esq.,
Viceregal Commission on Irish Railways,
13, St. Stephen's Green, N.,
Dublin.

APPENDIX No. 27.

STATEMENT as to unsuitable train connections for shipping traffic from Banbridge, transmitted to the Commission by Messrs. THOMAS FERGUSON & Co., Limited, Banbridge, and explanations in connection therewith, subsequently furnished by the General Manager of the Great Northern Railway (Ireland).

I.

EDENDERRY FACTORY,

BANBRIDGE, *April 29th*, 1908.

DEAR SIR—

A short time ago the Great Northern Railway Co. made an alteration in the time of departure of their shipping train (that is the train which carries goods for shipment to England, Scotland, or the United States) which will have a very detrimental effect on the trade of this town and district, as a number of manufacturers and merchants in this neighbourhood are largely engaged in cross-Channel and transatlantic trade. We have appealed to both the railway and steamship companies, and each very strongly lays the blame on the other; our present opinion being that the railway company are at fault; but we are quite unable to obtain any redress.

For many years the shipping train left here at 2.35 p.m.; last year it was altered to 1.30 p.m. (in spite of protests), and it is now further altered to 12.40, the result being that we have to hand goods to the railway company at 12 o'clock, noon, the distance to the point of shipment (Belfast) being twenty-five miles, and the shipping companies receive goods from the railway company on rail at the docks up to 7 o'clock, p.m., or on carts up to 8 o'clock. If a matter of this kind is within the scope of your Inquiry we would be very pleased to give you full information. There is no doubt that, if the present train service is allowed to continue, we will lose considerable business in this district, and consequently both employer and employed will suffer.

Yours truly,

(Signed) For Thomas Ferguson & Co., Ltd.,

THOMAS FERGUSON.

The Secretary,

Vice-Regal Commission on Irish Railways,

Dublin.

II.

This complaint was communicated to the General Manager of the Great Northern Railway of Ireland, who replied as under:—

GREAT NORTHERN RAILWAY CO. (IRELAND),

GENERAL MANAGER'S OFFICE,

DUBLIN, *7th May*, 1908.

SIR—

With reference to your letter of the 1st instant (749), I beg to say that the alteration in the running of this Company's shipping train from Banbridge to Belfast has been necessitated entirely by the notification given by the steamboat companies sailing from Belfast that they will not now receive any goods from the companies for shipment same night unless these are delivered before a certain hour. This has limited the time at our disposal for making delivery of traffc from the country for shipment by about one hour, and this alteration has, I believe, been adopted by the steamboat companies to save them from paying overtime to their staff.

We have a very large amount of traffic for shipment at the port of Belfast; some of which has to be conveyed long distances, and we must necessarily land in Belfast that from the short distances at an earlier hour, so as to enable us to cope with that arriving from the more distant stations.

We should have made the departure of our trains from Banbridge a little later, but as the line to Banbridge is a single one, the exigencies of the service compelled us to make the departure of the train 12.40 p.m., as against a former departure at 1.30 p.m.

I am, Sir,

Your obedient servant,

(Signed) HENRY PLEWS,

General Manager.

The Secretary,

Vice-Regal Commission on Irish Railways,

Dublin.

III.

EDENDERRY FACTORY,

BANBRIDGE, *May 20th*, 1908.

DEAR SIR—

We are obliged for your favour of 8th instant, enclosing copy of statement made by the Manager of the Great Northern Railway Co., in which he repeats the assertion already made by that company to us, viz., that the alteration in the time of departure of shipping train from Banbridge to Belfast (in the first instance from 2.35 to 1.30, and in March last from 1.30 to 12.40 p.m.) has been caused by the shipping companies insisting on the traffic being delivered to them at an earlier hour.

We take exception to this statement, and we would point out the following facts for your consideration in connection with Mr. Plews's statement:—For a very considerable period, and at the time that the shipping train left Banbridge at 2.35, many of the shipping companies actually had their sailings at 8 o'clock, and now, when the Great Northern Railway Co. can deliver goods to them up to 8 o'clock on carts, the railway company despatches our train at 12.40. In point of fact whilst they have the same time in which to deliver goods to the shipping companies, they insist on our handing them traffic two hours earlier; we submit that this goes far to disprove the railway company's assertion that the shipping companies are at fault.

In this connection we may mention that the railway company charge us a cartage rate of 1*s.* 4*d.* per ton (total rate 8*s.* 4*d.* for 24½ miles) for taking goods across Belfast, but they actually, in almost every instance, send them on rail to the docks, where they are received by the shipping companies up till 7 o'clock (instead of 8 o'clock on carts); the probable cost of transit across the Central Railway is a few pence per ton for which we pay 1*s.* 4*d.* per ton. Banbridge, as we have already pointed out, is 24½ miles from Belfast, and it certainly appears to be a travesty on railway management to compel us to deliver goods to the railway company at 12 o'clock, noon, which have only to be put on the steamer at 8 o'clock, p.m. Ballymena, on the Midland Railway, is thirty-three miles from Belfast, and their shipping train leaves at 3 o'clock; we think this service, compared with what is given us, is also a very strong argument against the assertion of Mr. Plews, and we believe we are correct in stating that the Midland Railway have not altered any of their trains "owing to the action of the shipping companies." We send you under separate cover a copy of to-day's *Northern Whig*, marked, and you will observe the case for the shipping companies fully set out in the letters from the joint companies to Mr. Plews published therein, which came before the meeting of the Belfast Harbour

Board yesterday, and also the matter is discussed in the speeches of Mr. John Sinclair, and other speeches also published.

Unfortunately it would seem that the Harbour Board does not see its way to interfere in the dispute between the railways and the shipping companies, and for that reason we have brought the matter under your notice and trust that you can assist us. We have built up a very considerable business with the United States, in competition with Belfast, and we feel that this retrograde action on the part of the Great Northern Railway Co. will seriously handicap us and many other shipping firms in the district.

Yours truly,

(Signed) For Thomas Ferguson & Co., Ltd.,

THOMAS FERGUSON.

The Secretary,
Vice-Regal Commission on Irish Railways,
Dublin.

IV.

The substance of this letter was communicated to the General Manager, Great Northern Railway (Ireland), who submitted the following observations:—

GREAT NORTHERN RAILWAY CO. (IRELAND),
GENERAL MANAGER'S OFFICE,

DUBLIN, 12*th June*, 1908.

SIR—

I am in receipt of your favour (875/08) of the 23rd ulto., enclosing further statement from Messrs. Thomas Ferguson and Company, of Banbridge, in regard to the time of departure of the shipping train from Banbridge. I beg to say that when this train left Banbridge at 2.35 p.m. the Belfast Shipping Companies complained that its hour of arrival in that city was not satisfactory to them, as it did not give sufficient time for the loading of the traffic before the arrival of other shipping trains from more distant points, and accordingly at the particular request of the steamboat companies the departure of the train from Banbridge was made to be 1.30 p.m.

Twelve months afterwards the steamboat companies gave notice of their determination to limit the time within which they would accept goods for shipment, and consequently the departure of the train from Banbridge had to be made earlier.

We should not have made the departure earlier by so much as fifty minutes but for the fact that on account of the working of the passenger trains on the single line between Lisburn and Banbridge this was the amount of alteration forced upon us.

I think that the change made by the steamboat companies should have had further consideration before being put into effect. I am in communication with them, and have suggested that there should be a meeting of all the parties concerned to consider whether the assured shipment of traffic at Belfast cannot be obtained with less curtailment of accommodation to the public.

I am, Sir,

Your obedient servant,

(Signed), HENRY PLEWS,

General Manager.

The Secretary,
Vice-Regal Commission on Irish Railways,
13, St. Stephen's Green,
Dublin.

V.

Messrs. Ferguson and Co. were advised of Colonel Plews's further remarks and replied as follows:—

EDENDERRY FACTORY,
BANBRIDGE, *June 25th*, 1908.

DEAR SIR—

We are obliged for your favours of 15th and 24th instant. Referring to the extract from letter of the General Manager, Great Northern Railway Co., enclosed with first-named letter, we would say that if you will kindly refer to our letter of 20th May, you will find that Mr. Plews, in his communication of 12th inst. to you, makes no attempt whatever to refute the statements made therein; he merely falls back on his original position of laying the blame for the alterations in the train service on the demands of the Belfast Shipping Companies for earlier delivery of goods. As we have stated to you in writing the shipping companies absolutely deny the accuracy of Mr. Plews's original statement, and they also as stoutly deny the accuracy of the statement made in the first paragraph of his letter of 12th inst., enclosed to us. We adhere to all the statements made in our letter of 20th ult., and it is quite clear that Mr. Plews is in no position to prove that they are inaccurate.

We are glad to note from the concluding paragraph of the extract from Mr. Plews's letter that he has reconsidered the position of his Company, and that a meeting between the shipping companies and himself is likely to take place. Until the results of this meeting are made public we do not think that any good purpose would be served by our writing you further on the subject, and meantime we thank you for giving us the opportunity of bringing the matter under your notice.

Yours truly,

(Signed) For Thomas Ferguson & Co., Ltd.,

THOMAS FERGUSON.

The Secretary,
Vice-Regal Commission on Irish Railways,
Dublin.

APPENDIX No. 28.

LETTER addressed to the Chairman of the Commission by Mr. WILLIAM FIELD, M.P., on the subject of Railway Nationalisation.

RAILWAY NATIONALISATION.

Blackrock,
8th May, 1908.

To Sir Charles Scotter,
Chairman,
Viceregal Commission on Irish Railways.

DEAR SIR,—As certain suggestions I made to your Commission (where I was most courteously received) have been criticised as impracticable, I desire to focus the attention of the public generally, and more particularly of your Commission, to what is probably the latest example by a State of railway management. But in Ireland the State does not represent the people, and the railways should therefore be managed with the assistance of elected representatives.

A recent number of "Dun's International Review" contains an allusion to the new Transcontinental

route, or the Central Mesa of Mexico, which reads in the following terms:—

"Mexican Railway Merger Complete.

"As this issue goes to press it is announced that the long expected merger of the Mexican Central Railroad system with the National lines of Mexico has been completed. The actual control of the Central was turned over to the Mexican Government on February 28th, and formal announcement of the fact made on the following day. The re-adjustment of securities incident to the merger will be effected through New York banking houses.

"That this important financial operation should be undertaken at this issue is one of the strongest evidences of returning confidence in both American and European financial circles. While about 10,000 miles of railway will, as a result of this transaction, be under the direct control of the Mexican Government, no change is contemplated in the actual administration of any of the lines effected, nor will the result be Government ownership in the sense that many State railway systems are owned and operated. The actual direction of the Central Mexican Railway will remain where it is at present. What the Mexican Government has aimed at and accomplished by the merger is that hereafter it will so control the railway situation in Mexico that it can prevent the establishment of rates prejudicial to Mexican industry or the conclusion of mergers or traffic agreements between other Mexican and American railways that might be to the economic disadvantage of the country."

One could easily imagine this statement of railway affairs was written about Ireland, and if the Government are in earnest in their cheap sympathetic professions to aid economic progress in Ireland they will, I trust, on your recommendation, at least adopt the good example shown in Mexico, with a view to ultimate nationalisation, under popular control, which has lately been successfully carried out in Switzerland.

Again, in the "Times" of Thursday, 5th March last, will be found the following:—

RAILWAYS IN THE BALKANS.

Russian Note to the Powers.

St. Petersburg, *March* 3.

"With reference to the construction of railway lines in the Balkan peninsula, the Russian Government has addressed to its representatives abroad a circular telegram, in which it points out that the Vienna Cabinet, in notifying Russia of the Bosnia-Mitrovitza Railway scheme, declared that its aims in the construction of the projected line were exclusively of an economic character, and directed towards the improvement of communication in the Balkan Peninsula.

"The Russian Government," continues the note, "which has always keenly interested itself in the economic development of the Balkan States and peoples, is of opinion that the construction of railways which connect the different portions of the Peninsula with each other would afford these States free access to the Peninsula and its surrounding seas, and would continue to the peaceful progress of these districts."

Surely if India and the Colonies, under British rule, the Free Republics of Mexico and Switzerland, nearly all the Continental countries, and even the despotic iron rule of the Czar, can accomplish so much to secure the application of my maxim that *Trade and Transit travel together*, it ought not to be impossible under a nominally constitutional form of government to protect the Irish people from the evils arising out of a transport system of private monopoly guaranteed by the State, which unduly taxes the community. If this is allowed to continue it will still further prove the statement of Junius, "That Ireland has been uniformly plundered and depressed."

There is really no responsible Irish Government, for I have shown in my Treasury Tactics Pamphlet that so long as permanent officials and the Treasury practically govern the government, and administer the Ministers as Parliamentary mouthpieces, there is scant hope of financial fair play or railway reform in Ireland.

Faithfully yours,

WILLIAM FIELD.

N.B.—I am sending a copy of this letter to the Press.

APPENDIX No. 29.

SUGGESTED PARLIAMENTARY QUESTION, relative to the Castleblayney, Keady, and Tynan Railway, furnished to the Commission by the Castleblayney Urban Council, and the reply given in the House of Commons by the President of the Board of Trade, on the 18th May, 1908.

Castleblayney Urban Council,
Board Room,
11*th May*, 1908.

SIR,—I have been directed to forward you the enclosed copy of question.

I have the honour to be,
Sir,
Your obedient servant,
(Signed), B. MACARDLE,
Clerk of Council.

The Secretary,
Royal Commission on Irish Railways,
Dublin.

I.

CASTLEBLAYNEY, KEADY, AND ARMAGH RAILWAY.

Questions suggested at the instance of the Castleblayney Urban Council *re* Construction of Castleblayney, Keady and Armagh Railway, and kindly promised to be asked in the House of Commons by Mr. M'Kean, M.P.

(1) What was the time specified for completion in the original Act?

(2) What extensions of time have since been granted to the Company?

(3) Is it a fact that the Works between Keady and Castleblayney have been idle and derelict, with the exception of a few odd days, for over twelve months,

and that there is no sign of the re-starting of the works.

(4) That the work of Arbitration is still incomplete.

(5) That the farmers through whose lands the Works pass suffer severely by trespass, loss of cattle, and want of privacy and protection by reason of the unfinished state of affairs.

(6) Are not many of the roads on which Overhead and Underground Bridges are proposed—and proposed Accommodation Roads—in such a state as to seriously interfere with traffic, and also prevent farmers of the use of Threshing Mills, and such similar conveniences in their farming pursuits?

(7) Can no steps be taken by the Board of Trade to have the Act carried to immediate completion, both in the public interest of the owners above referred to?

Resolved:—"That copies of the questions above suggested be sent to Mr. M'Kean, M.P., Mr. Lardner, M.P., the Chief Secretary for Ireland, the Lord Lieutenant, the Secretary to the Board of Trade, and the Secretary to the Royal Commission on Irish Railways."

II.

(As reported in the *Freeman's Journal*, 19th May, 1908.)

Mr. CHURCHILL.—The time originally specified for the completion of this railway was five years from 8th August, 1900, and it was subsequently extended by Parliament to 29th November, 1909. I am informed by the company that the contractor for the railway commenced work about the beginning of the year 1904, and proceeded therewith until the middle of December, 1907, when he stopped work. He resumed in January last, but the company's engineer having recently advised the Directors that inadequate progress was being made, they are now in a position to take steps to obtain possession of the works and complete them themselves, and this they proposed to do as soon as possible.

Mr. M'KEAN.—Is the right hon. gentleman aware that the state of the facts disclosed in the answer is part and parcel of the practice of railway companies generally in obtaining power which they do not intend to use for the construction of lines which are for the public good, but may be to their own profit, and will he take steps to compel railway companies to make use of the powers given?

Mr. CHURCHILL.—I think the steps I have indicated which will be taken in this case will be effective steps.

Mr. M'KEAN.—But will the right hon. gentleman take steps to make railway companies in general carry out their powers?

Mr. CHURCHILL.—I think that is a question of too wide a scope for me to give an answer at once.

APPENDIX No. 30.

STATEMENT, relative to the necessity for railway communication with Dunmore East, transmitted to the Commission by Mr. I. T. Shipsey, County and District Councillor, on the 3rd July, 1908.

DUNMORE EAST,
Co. WATERFORD,
3rd July, 1908.

SIR,

I am very grateful to the Viceregal Commission on Irish Railways for consenting to receive a written statement from me on the necessity of railway communication with Dunmore East for the development of the fishing industry in this important fishing centre. I would prefer, if it were possible, to be examined before the Commission, that I might fully explain all the circumstances of the case.

The necessity of a railway to Dunmore East has been long felt and recognised. So long ago as 1857 there was a Bill before Parliament to construct the proposed line. Why it was withdrawn I cannot say. In 1889 the Tramore and Waterford Railway Company took up the matter and plans were drawn (which are still in possession of this company) to construct a branch line. Again the project fell through. Four years ago a memorial, signed by all the people of Dunmore and vicinity, without exception, was forwarded to the Department of Agriculture (Fisheries Branch) to help in getting a railway. The Department sent down a representative, Mr. Philip Mulligan, to make enquiries, and he suggested that the memorialists formulate a scheme and submit it to the Department. This, however, was not done. Still feeling the necessity of a railway, the people have been moving actively to realise the project. It has received, this year, the warm and unanimous approval of our county and district councils. The majority of the Waterford Corporation have expressed a wish to pass a resolution in favour of it—so well they might, for whatever trade a railway to Dunmore will bring must necessarily benefit Waterford, its nearest and most important distributing centre—and who knows but Dunmore East might yet be our city's shipping port. There is a strong and general consensus of opinion in favour of this railway scheme. Lord Waterford and all the local gentry, the magistrates and clergy, Catholic and Protestant, approve of it—indeed, all interested in the welfare of Dunmore are agreed that a railway is the only means to attain that end.

As a resident of Dunmore for twenty years, knowing well its needs and necessities, and strongly convinced of its possibilities, I believe the only way to supply these wants and to realise these possibilities, is the construction of the proposed railway. Not to speak of bringing this unrivalled watering place within reach of the outside world and opening a large tourist traffic, the development of the fishing industry is what Dunmore needs most.

On the testimony of skilled and experienced fishermen—English and Scotch as well as Irish—Dunmore East should be one of the best fishing ports on our coast. Instead it holds only a secondary place.

Dunmore East should claim particular attention from the Government, because it has always been a most important fishing port, situated midway on the S.E. coast of Ireland, and remarkable for the abundance and quality of the fish, particularly the famous "black sole" of Dunmore. It has a fine harbour, a splendid pier and quay, built by the Government at a cost of £100,000, accessible at all states of the tide, not only to large fishing boats, but also to trading vessels and steamers, an advantage which cannot be claimed by any other harbour from Kingstown to the Cove of Cork, a distance of 150 miles. Dunmore East being also a well sheltered harbour, affords a safe and convenient base of operations, not only to local boats, but to boats that come there from distant parts of Ireland and various English and Scotch ports. Within a few miles of this coast, from Tuscar Lightship to Mine Head, there are 200 sailing trawlers doing a good trade. These boats, or the great portion of them, would land their fish at Dunmore if there was a railway communication with that port. At present these

boats must take their fish to Milford Haven (150 miles to and back), at great inconvenience and loss of time. The only drawback to a large and prosperous fishing industry in Dunmore is the want of rapid transit of the fish in time for the English and Irish markets. Under existing circumstances large quantities of it have to be conveyed in carts, supplied by local farmers, to Waterford, a distance of 11 miles. This primitive method of conveyance, besides being necessarily slow, taking from three to five hours on the road, is most injurious to the fish, and which, if caught in "large catches," have been frequently thrown in the sea. A paragraph from the *Waterford Evening News*, May 9th, 1908, explains the matter very clearly:—"A serious state of affairs has arisen in connection with the herring fishing in Dunmore East. On Wednesday night ten sailing boats and three steam drifters went to sea and caught a large quantity of fish—about 400 mease—an unusually large take for such a small fleet—with the result that the whole of the fish could not be bought or sent away for want of buyers, and even if there were buyers enough, there would be no means of conveyance, as the present mode of conveying fish by carts is unequal to more than 300 mease. In this condition of things, more buyers from outside will not come to Dunmore, it being too expensive and inconvenient to bring their stock (barrels and boxes) there and thus the fishing industry must remain hampered and undeveloped, to the great loss of the fishermen and others employed in connection with them. About 150 mease is left unsold and is, by this time, thrown into the sea. A railway is the only solution of this difficulty. Outside buyers (at present the fishing must depend on a few local buyers) could then easily send their stock, and no doubt higher prices would be given, and instead of a dozen, 60 or 100 boats would land and dispose of their fish profitably at Dunmore. The herrings on Thursday morning, had to be sold for 3*s*. per mease; 8*s*. is the minimum price to give any profit to the fishermen. The sea off Dunmore is just now teaming with herrings. With railway facilities these herrings and mackerel could be sent to many inland towns of Ireland, where the people never see a sea-fish of any kind."

Now, if better means of transit were provided, I believe the herring, trawl, and mackerel fishery would be largely developed, bringing more trade and prosperity to Dunmore. More buyers would come, creating a keener and more healthy competition and securing a better price for the fish, with the result that a larger fleet of boats would be attracted by the improved condition of things. One of the special functions of our Chief Secretary, as President of the Board of Agriculture, etc. (Fisheries Branch), is the development of agriculture and fisheries—two industries on which the Irish people must mainly depend. Here is an industry that can be developed by a liberal Treasury Grant to aid local effort in promoting a railway scheme. Similar grants have been given to other places of less importance, and, perhaps, not more deserving. A short time ago £20,000 was given by the Treasury to improve Sligo Harbour, £14,000 to Arklow for a like object, and £12,500 was offered by the Government to a railway company to build a railroad, 25 miles long, from Mallaranny to Belmullet, to develop the fisheries there; £63,000 was given some years ago to construct a railway from Skibbereen to Baltimore, a distance of nine miles, for the benefit of the fisheries; £315,000 to construct a railway, 49 miles, to Burtonport, Co. Donegal, etc. Treasury Grants have been given by previous Governments for piers, harbours, and railways, especially by the brothers Balfour, during their Chief Secretaryship. Dunmore never got any subsidy to help her fishing industry, and surely it is time the attention of the responsible minister should be directed to this neglected place.

Dunmore has always paid its share of local and other taxes, and has got nothing in return, and it is a principle of political economy, applied to every country except Ireland, that the rulers of the country should employ some of the taxes paid by the people for the amelioration of the taxpayer.

That a railway to Dunmore would pay, I have no doubt whatever, and, as a proof of my belief in the soundness of the scheme, I am prepared to make a substantial investment in it.

The Waterford and Tramore Railway, which has no fish and very little goods traffic of any kind, depending mainly on passengers and excursions in summer, is paying 5 to 6 per cent. If there was a Waterford and Dunmore East Railway, besides the large volume of fish traffic in spring, summer and autumn—more or less during the whole year round—it would also have its share of passengers and tourists in summer, which to this charming seaside resort, with facilities of access, would be certain to compete in a short time with that of any of our most popular watering places.

I give here quantities of fish taken during some years off our coast:—1905—Herrings, 25,389 cwt., value £5,162 12*s*. 9*d*.; mackerel, 7,751½ cwt., value £433 18*s*. 1*d*.; 1906 and 1907 varies, but substantially the same. Of course, all would increase by having railway facilities.

Trawl fish would average from 12 to 15 cwt. per week per boat, of 30 boats that have signified their intention to unload their fish at Dunmore, in the event of railway facilities. Apart from every other consideration, this would keep the railway going, together with all the other fish traffic.

Our scheme is to apply to the Government for two-thirds of the necessary capital, and raise the remaining third by local shares. If the capital be forthcoming, the Waterford and Tramore Railway Company promised to recommend the making of a branch line to their shareholders, as the following letter of the Chairman, Sir W. G. D. Goff, shows—

11*th December*, 1907.

Dear Sir,

Referring to the interview of the deputation from Dunmore East to-day with the Directors of this Company, on above subject, I am desired to say that should the necessary capital for the construction of the line be obtained, they would be prepared to recommend for the favourable consideration of their shareholders an arrangement for the working of the proposed line to Dunmore.

I am, Sir,

Yours faithfully,

(Signed) W. G. D. GOFF,

Director.

A direct line to Waterford would be more desirable from every point of view—better for the fishing, as it could be sent without changing, direct to the trains for Dublin, Cork, Limerick, London, etc.—better for the passenger traffic, and therefore for the prosperity of the line. A direct route, eleven miles, would, of course, be more expensive—about £90,000—while a connection with the Tramore and Waterford line, about seven miles, would cost about £60,000. The Great Western Railway Company have running powers along the Quay of Waterford.

Besides the traffic mentioned, a good deal of traffic will be attracted by the line—if it be a branch line from Ballymacaw, a good fishing village, and from the good agricultural district through which the line would pass. If it be a direct line to Waterford, it will tap the important fishing town of Passage East, 900 population, also the fine agricultural district towards Waterford City, including the Gaultier Creamery (Co-operative Society), which would have its goods to and from Waterford by this line. The traders of Dunmore East should also be taken into account.

The development of everything, especially fishing, even from Co. Wexford, on the opposite side of the Suir, 20 miles from Waterford City, which is certain to follow the opening by railway of this large and important district of East Waterford, will, I have no doubt, realise the highest anticipations of the promoters of the Dunmore East Railway Project.

I remain,

Your obedient servant

(Signed) ISAAC T. SHIPSEY,

Co. Councillor and District Councillor.

Geo. E. Shanahan, Esq., Secretary,
Viceregal Commission on Irish Railways,
Dublin.

APPENDIX No. 31.

RESOLUTIONS from Public Bodies :—

I.

LETTER from the Secretary of the Irish Trades Union Congress, forwarding Resolution adopted by the Irish Trades Union Congress in Belfast, June, 1908.

Irish Trades Union Congress,
Parliamentary Committee,
Dublin, *June 15th*, 1908.

G. E. Shanahan, Esq.,
Secretary,
Viceregal Commission on Irish Railways.

SIR,—I am instructed to forward you annexed copy of Resolution unanimously adopted at the Fifteenth Annual Irish Trades Union Congress held in Belfast on the 8th to 10th instant, and to request that you will be good enough to bring it before the Viceregal Commission.

I am, Sir,
Your obedient servant,
(Signed), E. L. RICHARDSON,
Secretary.

(*Copy of Resolution.*)

NATIONALISATION OF IRISH RAILWAYS, &c.

"That this Congress desires to reiterate its emphatic opinion that Irish industry is most seriously handicapped by the exorbitant railway rates still charged for the transit of goods, which can only be effectively dealt with by the nationalisation of the Irish canals, inland waterways and railways, a measure which should be immediately undertaken by the Government, as recommended by evidence at the Viceregal Railway Commission. That this Congress reaffirms previous resolutions in favour of the nationalisation of mines."

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